

Scale AVIATION Modeller International

Scaling Down
Tu-16K-26 Badger G

NEW
VIPERS
1/48 in box previews

MiG-15

Little Red Fighter



INSIDE
Lightning Factor
1/72 F-22 Raptor

Revell

Ladybird's Picnic
Eduard's 1/48
Messerschmitt Bf 110D

in association with



**10
REVIEWS
INSIDE**

- Sopwith Pup
- SM.79 Sparviero
- Civil Aviation – Zeppelin
- Irish Air Corps Seafire III
- Modellers Profile 21 – MiG-15

American Patrol: Back to the Future

Produced under licence from SAM Publications
by SAM Limited
Media House, 21 Kingsway, Bedford MK42 9BJ
Telephone: +44 (0) 8707 33373
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SAM Publications is a member of
THE Y&H HOBBY ASSOCIATION

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Cheques/Money Orders in Sterling only made payable to SAM Publications and sent to the address above. Major credit card payment accepted by telephone.
Subscription Hotline +44 (0) 8707 333733

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Kalmbach Publishing Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from
Gordon & Gotch Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume 15 Issue 5,
May 2009 (ISSN 1356-0530) published monthly by:
SAM Publications, 2221 Niagara Falls Blvd, Niagara Falls,
NY, 14304-5709.

Periodicals postage pending: Niagara Falls, NY.
US Postmaster: Send address corrections to:
Scale Aviation Modeller International, PO Box 265,
Williamsville, NY 14231

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Editorial

'In the Mangrove Swamps where the Python Romps There is peace from twelve till two'

Circumstances have conspired to make it a particularly busy month for us hard-pressed Editors. In particular the concept of the 'short month' has bitten deep – brought about by the need to hit the news stands on the last Saturday of the month – and this, coupled with a lamentable indisposition on the part of our esteemed Art Director, has kept us on our toes far longer than we are accustomed. Even Group Editor Neil Robinson has been obliged to type with two fingers this month, much to the disgust of his ancient Olivetti, which hasn't taken such a pounding since it went through the Suez crisis in the haversack of a chap who was freelancing for the Brighton Evening Argus.

But I digress. The upshot of all this has been a more than average amount of confusion, delay, and misfiling on the part of this office, and while the flak bursts overhead, and stuff that really has no business in the workplace hits fans at high-velocity, it seems an ideal moment to take time out and remark upon a couple of issues that have intruded upon the daily round to the extent that simply dragging and dropping them into the 'deal with later' file will no longer suffice. We all work better under pressure, though, so now is as good a time as ever.

Firstly, one of the more common communications we receive at the Editorial address goes something like this: 'I know this bloke who makes resin CBL-56Qs in 1/48, and he's doing a conversion for an AM-10. Why don't you drop him a line?' To which the response, in a perfect world, would be 'I'll have my PA attend to the matter'. Sadly it is not nearly so simple. In the unlikely event that my PA ever ceases to be a fond figment of my imagination, they will almost certainly have no idea what any of this

stuff means, so the matter will have to be delegated to someone with some rudimentary aviation knowledge, or failing that to myself, so in the end it probably won't get done. Naturally we are keen to see any and every product that anyone, ever, releases, but given the amount we do receive, and the time it takes to sort it all out, there is so little time and so little space that we have to have some basic ground rules.

time. Given this limited space, every item we include that we have not received takes space away from items that someone has taken the time and expense to send in. It simply isn't fair at the end of the day, and anyone begrudging a sample might like to take time out to have a chat with my colleague Mr. Tom Foxon, our Sales and Marketing Manager, who will be able to advise them as to the value of

many readers as possible, but also to make a readable magazine that can be enjoyed as such regardless of scale or aircraft type. This, of course, is why we sometimes allow Mr. Steve Palmer to go off at a tangent in American Patrol, and why some of the articles submitted seem to wait an awfully long time to come to print. It may seem unlikely, but we are working to a plan.

I am frequently asked 'when are you going to run my...', to which the response is invariably 'I don't know.' All submissions

received are treated with the respect they deserve, and are duly noted in the Editorial cortex. This device has some very selective ways of functioning, and while it can remember for instance that forty-odd years ago 'Pongo the Pirate' lived in a 'Grapefruit Sloop', it may not necessarily remember in which of the three computers involved in the monthly charade it has filed the captions for the urgently needed feature build on the Koolhoven FK-51. Items on file,

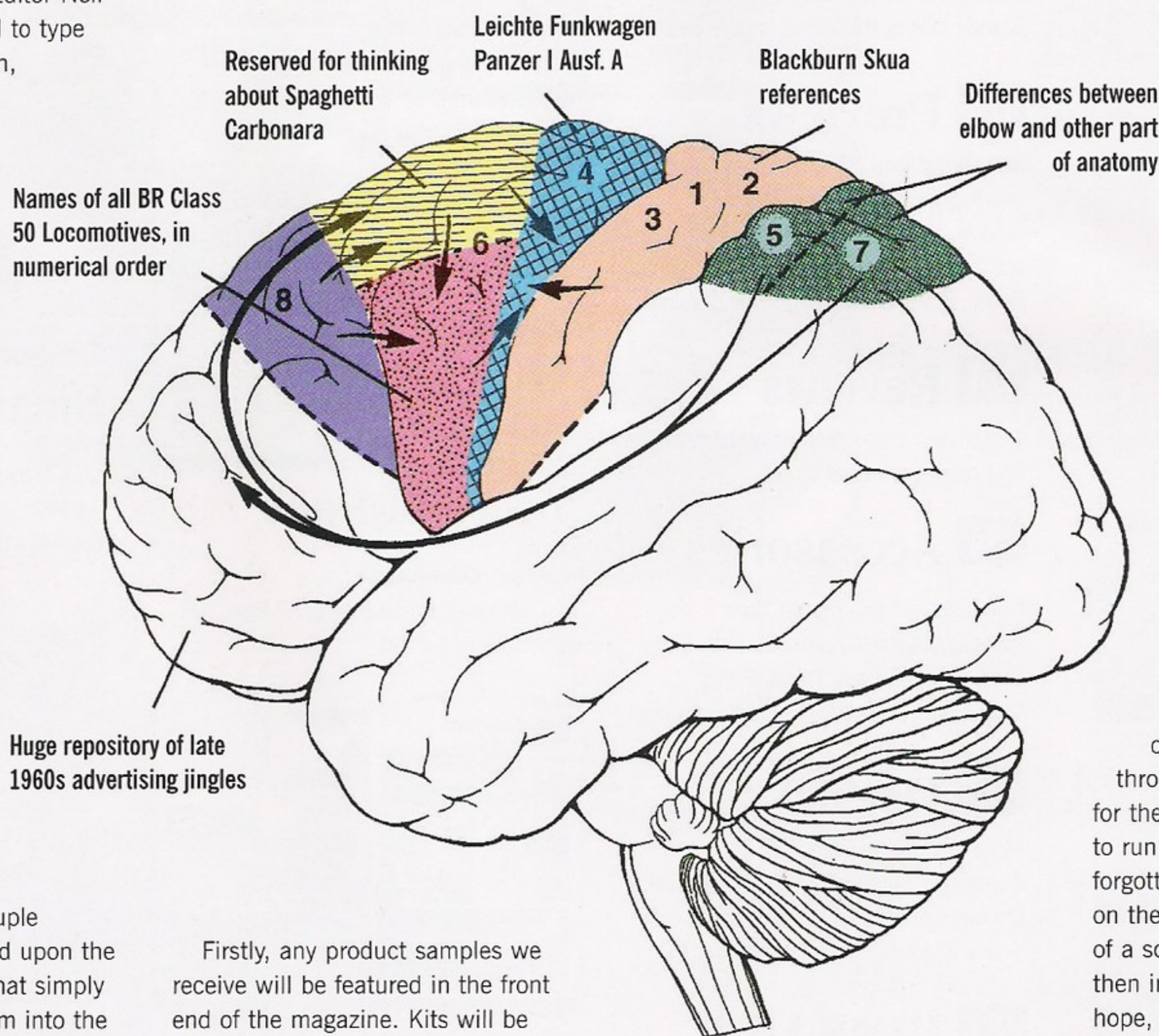
though, are retained and only occasionally does something slip through the net. It may take a while for the planets to line up and a feature to run – Mr. David Batt tells me he had forgotten he ever submitted the piece on the Harvard – but they are all part of a scheme, and if we are spared, then in the fullness of time we will, we hope, get round to them all.

On a final note, thanks to the organisers of the Southern Expo and South Shields for a couple of excellent days out. I am leaving Cosford to my fellow Editors, due to the demands of our current schedule, but Hinckley, Hendon and Perth are on my agenda, so I will look forward, as ever, to meeting readers and talking over any issues they may have with anything they come across in these pages.

And any complaints, of course, I will forward to my PA.

● SAMI

Gary Hatcher
Editor, Scale Aviation Modeller



Firstly, any product samples we receive will be featured in the front end of the magazine. Kits will be covered in the Previews section, this much we can guarantee, but we cannot guarantee they will all get built, as we average around ten reviews per month, but receive far more kits than this. You do the sums! Decals and accessories all feature in the relevant sections, but obviously the space they receive depends on how much we are trying to shoehorn into the product coverage section. One thing that is important to note is that we cannot cover items that we do not receive, and this is a rule we apply all across the board, from major producers of injection-moulded plastic to enthusiasts knocking out a handful of resin or vacform kits in their spare

our advertising space in the current market, and how fortunate one might be to net a chunk of a page in return for simply posting us a bit of product.

We are, of course, a magazine of two halves, and while we like to try and cram as many releases and news stories into the front end as possible, the Features section presents a whole new series of problems for those Editorial staff seeking only a moment's peace to make rash purchases on eBay and text unpleasant jokes to distant relatives. Here we like to imagine we are compiling something that is not only informative and of interest to as

News

It is easy, as editorial staff, when confronted with the latest enormous 1/32 tooling, to become over-emotional at the thought of the masterpiece that it can be turned into, and to devote reams of paper and acres of editorial space trying to impress upon the readership what a privilege it is for us to share the same planet as this injected opus. We are, of course, usually correct to do so, as so many of the big kits coming out these days are worthy of note, and deserve as much exposure

as possible, but it is easy to forget, when confronted by an item like the Revell Ju 88 or the recent Trumpeter Hellcats, that a significant proportion of the readership are not really concerned with 1/32, and that we have a responsibility to offer the widest possible coverage all across the board. Easy, too, to assume that just because a review sample received has a higher retail price than another that it is worth more column space. This is a pitfall we try to avoid, and goes a long way to explain why we have given more coverage – for instance – to some kits in 1/144 than others with a price tag twenty times higher.

Ironically it is the larger and more expensive kits that would benefit more from the coverage, as far fewer readers will be prepared to part with the family cow for a kit they haven't seen a comprehensive review of, while a kit costing only a handful of beans

can be purchased on spec. Fortunately, while we all get hot under the collar about kit prices in general, there are still plenty of good deals to be had, and the £10.99 asking price for a HobbyBoss Lynx in 1/72 is, in its way, every bit as much a steal as Revell's cut-price Junkers.

At SAMI, of course, we are interested in all scales, and the encounter with Shed Models' 1/200

extravaganza at the Southern Expo recently has made the Editor's tiny Jagdgeschwader look positively enormous. Naturally we will be covering these remarkable items, and everything else that comes our way, in the fullness of time.

Here, then, in all shapes and sizes, is the News...

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

April 2009

Mr Condra, UK – Kit

Mr Pollard, Italy – Kit

Mr Charles, UK – Kit

Entry to the monthly prize draw is FREE to all subscribers.

Aero Nautical

AMC

New from AMC is the latest 1/72 injected release, an Aero L-39 Albatros (#7208/£11.70). Always an attractive aircraft, this kit includes decals for a US Navy operated machine, a scheme that suits it down to the ground.

● SAMI

AMC models AERO L-39 ALBATROS No. 7208 scale 1/72



Sea for Yourself

AZ MODELS

AZ are a classic example of how good we have it at the moment. Quality injection moulded kits are coming out at a rate of knots, of varied and interesting subjects, in complete packages that include a wealth of detail, and in many cases sets of colour etched parts that we might expect to pay half as much as the kit price for by themselves. Every time a new item pops up on the AZ Future Releases list it will be a cause for celebration for someone, and the addition of the Saab Tunnan in 1/48, and a couple of tidy little Stinsons in 1/72 will be good news for many.

That's not all, though. A Spiteful? A Seafang? In plastic...?



Here is the latest updated list of things to come from AZ:

1/48

- #4834 SAAB J 29 Tunnan
- #4833 Kawasaki Ki-48 II Lily
- #4832 Pitts Special S.2B

1/72

- #7276 Supermarine Spitfire Mk XVIII

- #7275 Stinson OY-2 In Korea
- #7274 Stinson L-5 Sentinel Special
- #7273 Mitsubishi K3M3 Pine
- #7272 Supermarine Seafang
- #7271 Supermarine Spiteful
- #7270 P-47B Thunderbolt Early
- #7269 Brewster Bermuda Mk I
- #7268 Focke Wulf Fw 190A-2 Special
- #7267 Focke Wulf Fw 190A-1 Aces
- #7266 Focke Wulf Fw 190A-1/2 JABO
- #7265 Focke Wulf Fw 190A-0

1/72 AZ Basic range

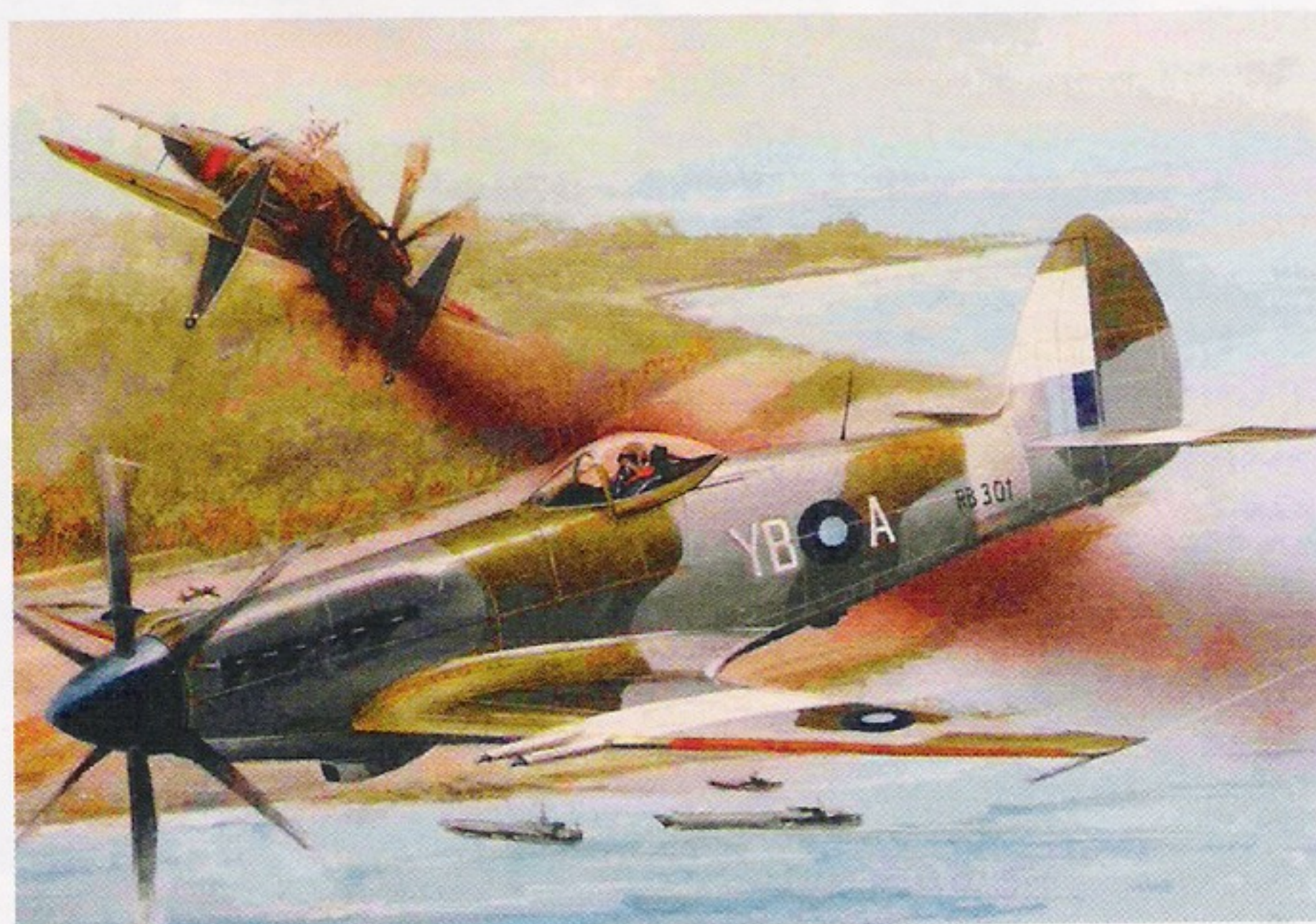
- #CZ16 Zlin-326A Acrobat Master
- #CZ17 Zlin-526A Acrobat
- #CZ18 Zlin-Z-43
- #CZ19 Zlin-Z-143
- #CZ20 Zlin-50L
- #CZ21 DFS Olympia



• #CZ22 Go Minimoa

AZ's idea of 'basic,' of course, is anything but! These kits are little masterpieces, and who would have imagined as little as ten years ago that we might expect to have injected kits to this standard at these prices?

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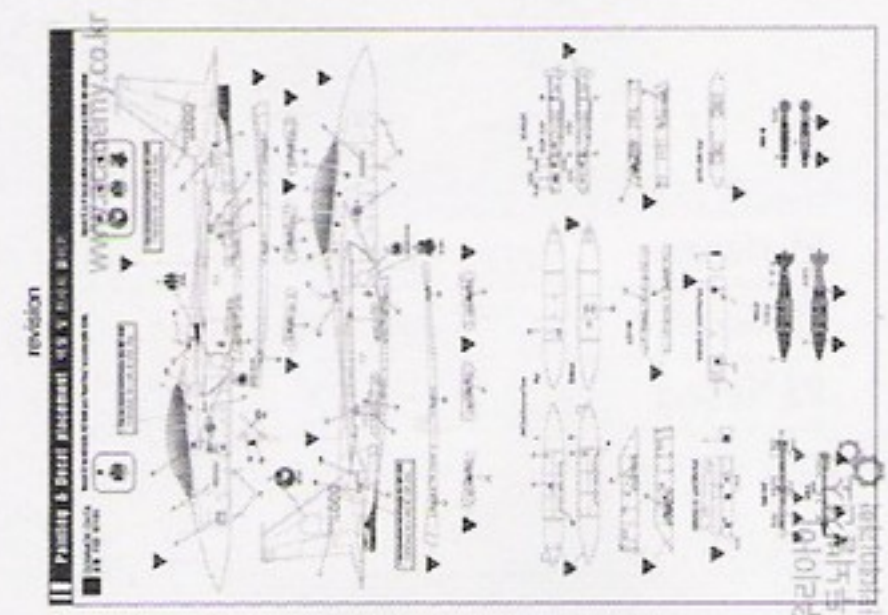


ROK Academy

ACADEMY

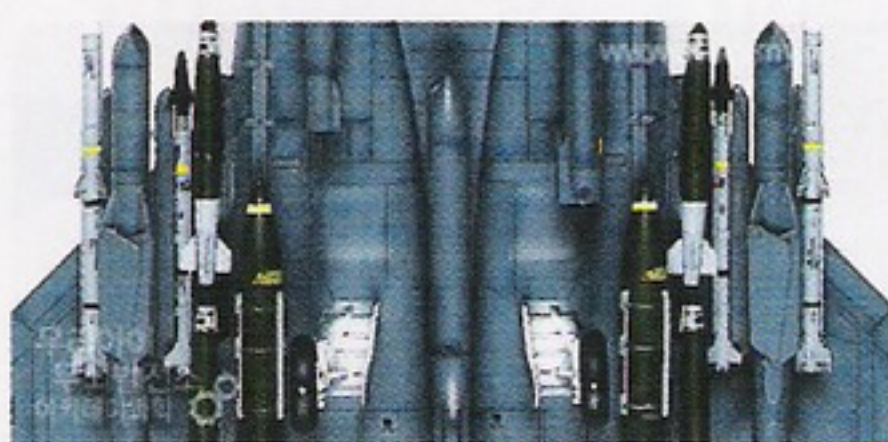
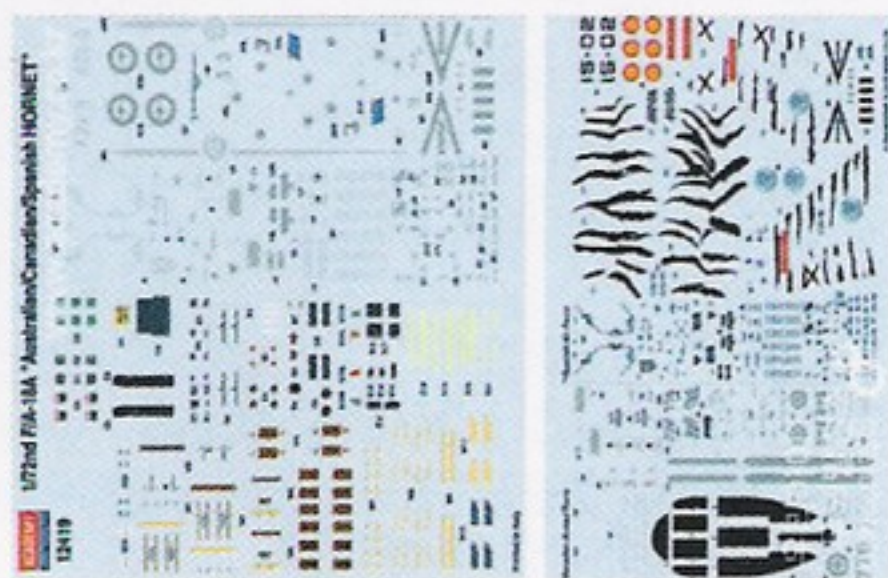
Pointy grey jets to come from Academy. Following their sublime Raptor in 1/48, the next couple of releases will include a F/A-18A Hornet in 1/72 with Australian, Canadian and Spanish markings as a limited edition (#12419/£TBC). This package includes a striking decal sheet, and the Spanish option in particular looks like it will turn out an attractive model. But if you want another big jet to accompany the Raptor, then the 1/48 F-15K Slam Eagle 'ROK Airforce' clearly has everything going on (#12213/£TBC). The eagle is a pretty big machine, even in 1/72, so this release will be a real eye-opener. The kit includes a full weapons load, and features an accurate reproduction of the GE F110 engine nozzles. The comprehensive decal sheet by Cartograph includes full stencilling for both aircraft and ordnance.

So do we really need another Eagle? The F-15K is an advanced derivative of the F-15E, ordered by and being delivered to the Republic of Korea Air Force, having been chosen over the Rafale, the Eurofighter Typhoon, and the Sukhoi Su-35. The variant has many advanced features not found on the F-15E, and can employ many advanced weapons such as AGM-84K



SLAM-ER ATA and AGM-84H Harpoon missiles. In 2008, the Korean government announced that a second batch of 21 F-15Ks had been ordered with delivery scheduled between 2010 and 2012, making this a model of a very up-to-the-minute aircraft.

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Two New

ITALERI



Two reissues due soon from Italeri:
#0863 1/48 AH-64D Longbow Apache £10.75
#0041 1/72 A-6E Intruder £TBC

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NEW IN MAY

At a Glance

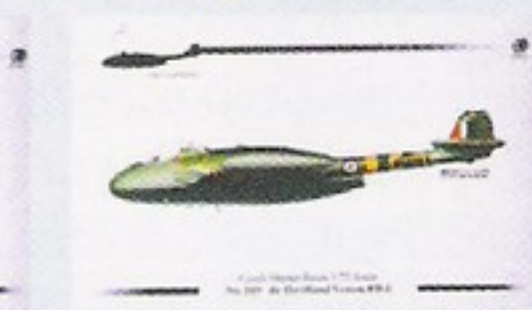
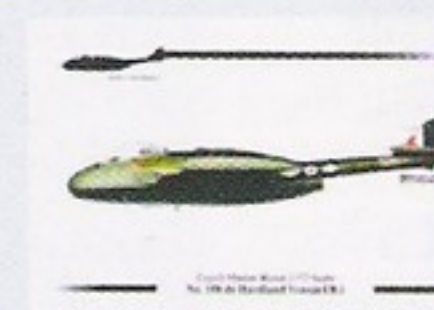
A comparatively restrained month by the customary industry standards, but nonetheless plenty of interesting things to see, with the chief focus being on 1/72. We note with interest the Fujimi reissues – including their well-respected British Phantom, as well as the retooled Tamiya Lancaster.

New kits on the shelves from HobbyBoss as well – look out for those Lynxes at last.

Academy	#12417	1/72	IL-2 Stormovik	£12.99
Airfix	#03043	1/72	Westland Sea King HAR.3/Mk 41	£7.99
Airfix	#04036	1/72	Eurofighter EFA Typhoon	£10.99
Airfix	#50055	1/24	Supermarine Spitfire Mk Vb	£44.99
Airfix	#50057	1/72	Science Museum 20th Century Flight	£29.99



Anigrand Craftwork	#4028	1/144	Avro Vulcan B.2	£72.99
Anigrand Craftwork	#4029	1/144	Handley Page Victor B.2	£72.99



Czechmaster	#1188	1/72	De Havilland Venom FB.1	£32.99
Czechmaster	#1189	1/72	De Havilland Venom FB.4	£32.99
Eduard	#1139	1/48	Fokker D.VII (O.A.W.) Sieben Schwaben	£27.25
Eduard	#8173	1/48	Fw 190A-8 ProfiPACK	£19.75
Eduard Weekend	#8468	1/48	I-16 type 24	£9.85



Fujimi	#270449	1/72	British Phantom FG.1	£19.99
Fujimi	#32017	1/48	Mitsubishi T-2 22nd SQN 4th Wing JASDF	£23.50
Fujimi	#722160	1/72	Aichi E16A Zuun	£28.99
Gavia	#016	1/48	Albatros W.4	£18.25
Hasegawa	#00942	1/72	F-4B/N Phantom CVW-19 Combo	£42.99



Hasegawa	#00943	1/72	Bristol Beaufighter Mk 21 Green Ghost	£24.99
Hasegawa	#00944	1/72	Sukhoi Su-27 Flanker 4th CTC Aerobatic Team	£31.99
Hasegawa	#00945	1/72	Avro Lancaster ASR Mk III with Lifeboat	£55.99
Hasegawa	#00946	1/72	Mitsubishi G4M1 Type1 Attack Bomber	£37.99



Hasegawa	#00948	1/72	F-4E Phantom II Indiana ANG	£24.99
Hasegawa	#00952	1/72	General Dynamics F-111G RAAF	£29.99
Hasegawa	#00191	1/32	Messerschmitt Bf 109G-14 JG 5	£38.99
Hasegawa	#00192	1/32	Messerschmitt Me 262A	£31.99
Hasegawa	#00844	1/48	Nakajima B5N1/2 Type 97 Kate Model /3	£26.99
Hasegawa	#00845	1/48	Arado Ar 234C-3	£33.99
Hasegawa	#00846	1/48	Kyushu J7W2 Interceptor Fighter	£34.99
Hasegawa	#00847	1/48	Mitsubishi A6M5b Zero Type 52	£22.99
Hasegawa	#00849	1/48	F/A-18C Hornet VFA-94 Mighty Shrikes	£51.99
HobbyBoss	#87239	1/72	Westland Lynx Mk 88 Germany Navy	£10.99
HobbyBoss	#87237	1/72	Westland Lynx HAS.3 Royal Navy	£10.99
HobbyBoss	#87233	1/72	HH-60H Rescue Hawk (Late)	£10.99
HobbyBoss	#87230	1/72	UH-1F Huey	£10.99
HobbyBoss	#87226	1/72	Mil Mi-4A Hound A	£10.99
HobbyBoss	#80331	1/48	Avenger Mk I Fleet Air Arm	£32.99
HobbyBoss	#87235	1/72	HH-60J Jayhawk	£10.99
HobbyBoss	#80337	1/48	MiG-17PM Fresco E	£15.99

More Big Xs

ANIGRAND

Where to begin with Anigrand? There are so many sources of information, and three different timescales involved between the manufacturer, UK importers Hannants, and US importers Nostalgic Plastic, whose pro-active approach to promoting the material ensures we always have bulletins covering every release. By taking Nostalgic's press release, throwing in Anigrand's own announcements, compounding the matter with our own printing and publishing schedule, and cutting and pasting the whole lot in a seemingly random fashion we have come up with the following:

Newly Announced

- #2087 1/72 Handley Page HP.115

This fourteen-part resin kit looks an ideal companion for the kind of kits Freightdog have been colluding on. In the late 1950s, in pursuit of supersonic flight, BAC produced a design known as the Type 223, a thin-winged delta shape aircraft, which led in turn to both the BAC 221 for covering high speed research and the Handley-Page HP.115 used to determine low speed characteristics. Originally intended to be a glider towed by Canberra bomber, the Handley Page engineers found that a powered version would achieve more flying time at less cost, and the HP.115 made its first flight in 1961. The programme continued until 1974, providing significant data on delta wing operation in take-off and landing. The aircraft is preserved at the Fleet Air Arm Museum at Yeovilton, alongside the BAC 221 and Concorde prototype.

This remarkable contraption is also released in 1/144 as one of the three freebies with the Valiant in 1/144.

Just released

- #2086 1/72 Boeing YUH-61
- In 1965 the US Army launched the Utility Tactical Transport Aircraft System (UTTAS) program. This called for an aircraft able to carry a crew of three and eleven troops with the main goal of replacing the Bell UH-1 Huey. Bell, Boeing and Sikorsky submitted proposals. The Boeing model 237 and Sikorsky S-70 were selected for prototype construction as the YUH-61 and YUH-60, and the Boeing YUH-61



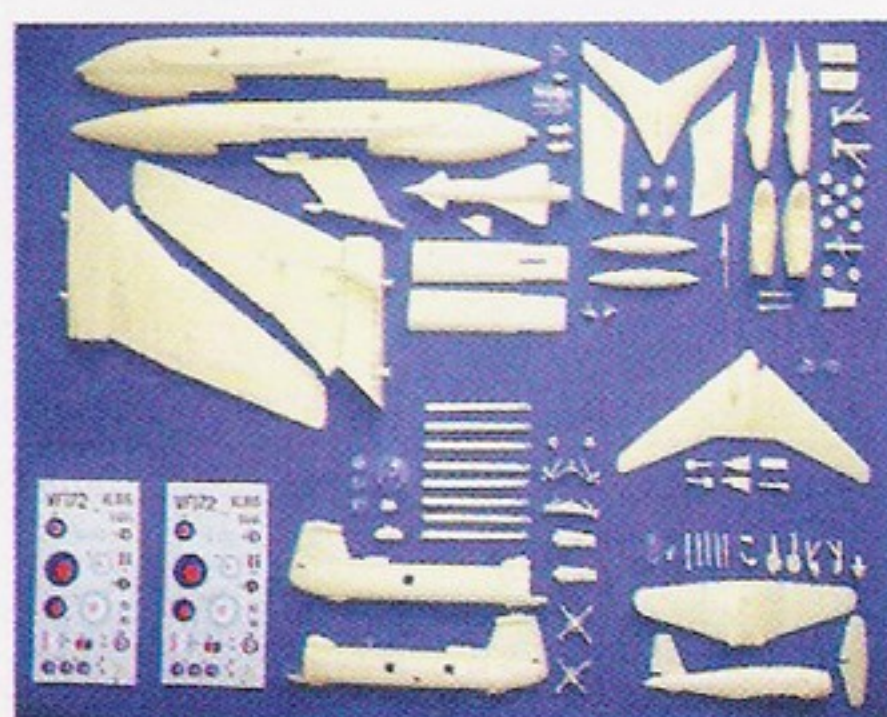
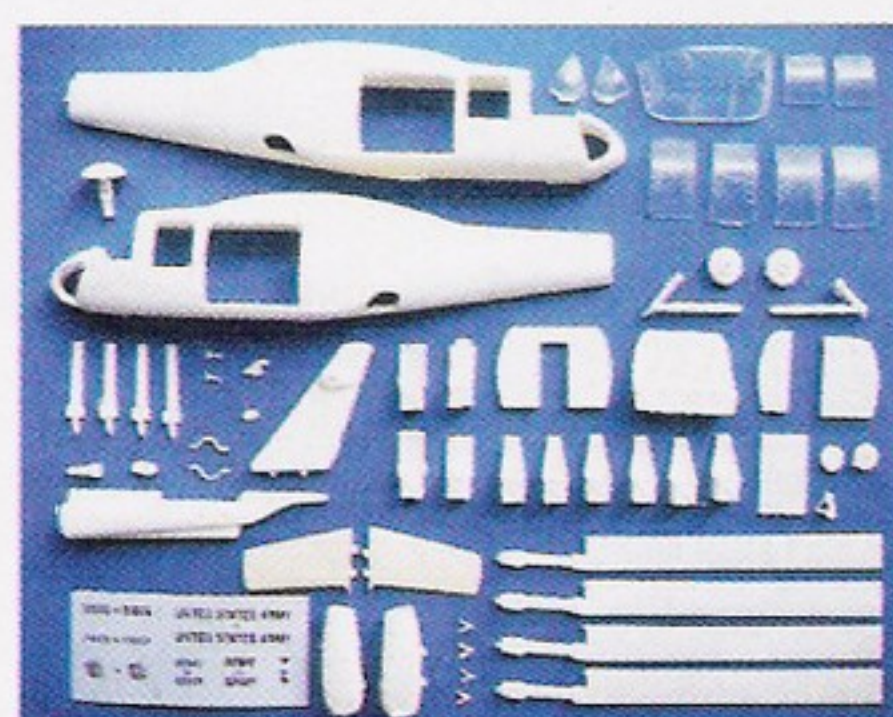
made its maiden flight in 1974. All three YHU-61A prototypes were delivered to the Army in 1976 and competitive evaluation was conducted over the next eight months, with the Sikorsky S-70 ultimately declared the winner. This, of course, went on to become the HH-60 BlackHawk.

Forthcoming 1/144 releases data:

- #4027 Vickers Valiant B.1. Includes Bristol T.188, HP.115, and Fairey FD.1
- #4030 Lockheed XB-30 Constellation
- #4031 Douglas XB-31 Raidmaster
- #4032 Consolidated B-32 Dominator
- #4033 Martin XB-33A Super Marauder
- #4034 EMW A-9/A-10/A-11 Luftwaffe ballistic missile to target US

All 1/144 releases include three extra kits of smaller aircraft, and these by themselves will build into a unique and impressive collection. Keep an eye on Anigrand's site for news of new releases, or check in with Nostalgic for an up-to-date idea of what to expect and when.

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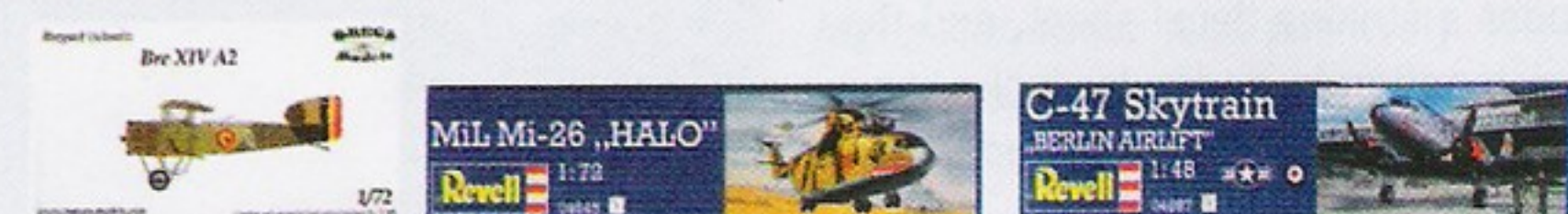


NEW IN MAY

Italeri #2672 1/48 CH-47D Chinook £33.99



Karaya #72026 1/72 Gloster IIB £24.95
Omega Models #72359 1/72 Renard Stampe Vertongen RSV 26/180 £40.70
Omega Models #72368 1/72 Fokker V.17 £38.99



Omega Models #72400 1/72 Breguet (Schmitt) Bre XIV A2 £40.70
Omega Models #72401 1/72 Renard Stampe Vertongen RSV-22/180 £40.70
Revell #4288 1/72 Tornado IDS Boelcke 50th Anniversary £10.99
Revell #4645 1/72 Mil Mi-26 Heavy Lift Helicopter £24.99
Revell #4697 1/48 Douglas C-47 Skytrain Berlin Airlift £24.99
RS Models #72048 1/72 Blohm and Voss BV P.163.02 £59.30
RS Models #72061 1/72 Praga E-51 £52.30
RS Models #72065 1/72 Sombold S344 £22.60
RS Models #72070 1/72 Blohm & Voss P.163.01 £59.30



RS Models #72115 1/72 Avia B158 £52.30
RS Models #72135 1/72 Skoda Kauba V5 £24.30
RS Models #72146 1/72 Heinkel He 112 V3 £24.30



RS Models #72148 1/72 Heinkel He 112 V6 £24.30
RS Models #72153 1/72 Marton X/V Hungarian WWII project £24.30
RS Models #19244 1/72 Hawk II. Decals Cuba £13.99
RVHP #2224 1/72 Embraer ERJ-135LR £121.80
Sanger #7228 1/72 Il-78 Midas £29.99



Tamiya #61105 1/48 Avro Lancaster B Mk I/III £67.99
Tamiya #89729 1/48 MiG-15 clear edition with GAZ-67 £26.99
Trumpeter #02257 1/32 Grumman F6F-5 Hellcat £59.98
Trumpeter #02278 1/32 Eurofighter Typhoon Single-Seater £99.98
Trumpeter #03908 1/144 TU-16K-10 Badger C £22.98

Don't Mention the Tanks

MASTERBOX

Better known for their 1/35 military kits, Masterbox have announced a new range of 1/35 aircraft to complement their excellent figure sets in this scale, and while it is early days at the moment, this announcement has certainly caused a stir.

Aircraft announced initially are:

- 3568 Horsa Mk 1 Troop-carrying glider with British paratroop figures
- 3583 Horsa Mk 1 Troop-carrying glider with American paratroop figures
- 3584 Douglas C-47 Skytrain with US flight and maintenance personnel and paratroopers
- 3585 Douglas Dakota with British flight and maintenance personnel and paratroopers



- 3587 Junkers Ju 52 with German flight and maintenance personnel and paratroopers

Dedicated aircraft modellers unfamiliar with Masterbox's products can check out the range of fascinating and diverse figures at <http://www.mbltd.info/index.htm>

● SAMI

Virgin on the Ridiculous

AMODEL

As usual the Amodel factory is hard at work turning out a seemingly endless stream of Antonovs and the like. The announcement of a Colt in 1/144 is worthy of note, and while it would be a bit much to suggest the news lit up the office with a kind of faerie gaiety – only the arrival of the sandwich van can do that – it has at least added another type to the Editor's list of 'kits to be built when the children are both in school.' This document is now as long as *Morte d'Arthur*, and makes as dry reading, annotated as it is with further lists of accessories and decals that will need to be sourced in order to complete the impossible task. Good luck with that.

The most likely suspects – or completely unlikely in the case of that



Virgin contraption – for release by Amodel in the near future look to be the following:

1/72

- #72132 Messerschmitt Bf 109F-4/6 £TBC
- #72133 Antonov An-32 £TBC
- #72141 Antonov An-8 £TBC
- #72159 Antonov An-24 Aeroflot £TBC
- #72184 Sukhoi T-49 £TBC



- #72186 Bf 109F-2/U £TBC
- #72189 Virgin Atlantic Global Flyer £TBC
- #14422 1/144 An-2 £TBC
- #14417 1/144 An-225 Mriya £TBC
- #14405 1/144 ATR-42 £TBC
- #14412 1/144 Avro 679 Manchester £TBC
- #14413 1/144 Avro 694 Lincoln £TBC



Some of these items are available online for pre-order – which may not necessarily mean anything, but when we have been looking forward to that Lincoln for soooooo long, we are apt to leap upon any crumb offered....

● SAMI



Dainty Diana

DACO

Daco have announced five new F-16 A/B decal sheets, all with special tail markings, and available in 1/72 and 1/48. These will cover Belgian and Dutch aircraft, and the best news of all is that two of the sheets will be available in 1/144. Readers will be delighted to know that the lady with the astonishing physique will be available in all scales.

1/144 sheets in the Astra range:

- ASD14418: Royal Netherlands Air Force F-16A 50 years 323 Sqn. *Dirty Diana*
- ASD14419: Royal Netherlands Air Force F-16A MLU 60 years 323 Sqn. *Diana*

The 1/144 decals are only €3.50 and €4.50. While we are usually circumspect about such artwork in these pages, as any decal or accessory release in 1/144 is something of an event, we were



unable to pass these over. The real scandal in all this is that we do not have an updated kit to put them on. The Dragon kit is cursed with the moulded-in Michelin man in the cockpit, and all other available kits pre-date the Ark. With sheets of this quality becoming available surely the F-16 warrants investigation by someone with a fat budget and a 2010 programme to pad out? Hurry up too! I want a whole shelf full of *Dirty Dian*as, but I want them with the correct shape intake and a cockpit canopy that doesn't look like an afterthought!

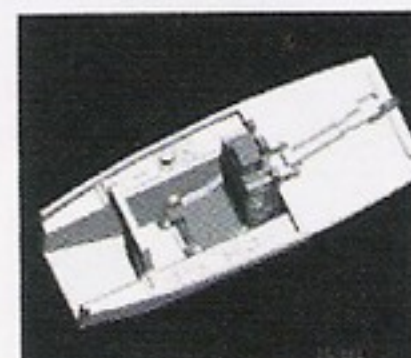
● SAMI



Firkin Lurking

HOBBYBOSS

Raptor wars continue to rage, with excellent new toolings in 1/72, 1/48 and 1/144 seeing the light in recent months. Here, then, is another one. HobbyBoss continue to surprise us, and this month we note with interest both a new F-22A Raptor (#80210/£TBC) and a Sukhoi Su-47 Berkut (#80211/£TBC) on the pending list, along with all those many, many helicopters. Little



information is currently available on either, although CAD drawings show a full bomb bay on the Raptor, and what looks to be a decent cockpit tub. The 80XXX kits tend to be the ones with fewer pieces, so we're guessing it will be a similar package and price to the recent F-16s.

● SAMI



Take Two

HASEGAWA

Some more interesting schemes from Hasegawa this month, as well as a couple of 'Dual-Combo' type boxings. Luftwaffe fans will welcome the Bf 109T, while the Typhoon also makes a welcome reappearance with 198 Squadron markings.

- 09856 1/48 Focke Wulf Fw190F-8
- 09858 1/48 Kawasaki Ki-45 Kai Tei Toryu (Nick) Shinten Seikutai
- 09859 1/48 F-4E Phantom II Indiana ANG Special
- 09860 1/48 F/A-18C Hornet VFA-105 Gunslingers
- 09861 1/48 Messerschmitt Bf 109T-2 JG77



Focke-Wulf Fw190F-8



TYPHOON Mk.1B 'No.198 Squadron'



F-4B PHANTOM II 'CVW-15 COMBO'

- 09862 1/48 Typhoon Mk IB No.198 Squadron
- 00955 1/72 F-14A Tomcat VF-41 Black Aces
- 00956 1/72 F-4B Phantom II CVW-15 Combo (Two kits in the box)
- 00957 1/72 Mirage F.1CR Combo (Two kits in the box)

● SAMI



F/A-18C HORNET 'VFA-105 GUNSLINGERS'



F-14A TOMCAT 'VF-41 BLACK ACES'



Blackburd I'll 'ave 'e

KARAYA

Keeping largely to their familiar theme of early British aircraft – including some nice maritime subjects although none of the ugly ones yet – Karaya have a number of kits in the works, including further Flycatchers. Next up will be the Gloster IIIA in Schneider Trophy 1927 markings, but the full list of future releases goes something like:

- #72015 Fairey Flycatcher (late) £TBC
- #72016 Fairey Flycatcher float plane £TBC
- #72025 Gloster IIIA £26.50
- #72027 Steve Wittman Chief Oshkosh 1934 £TBC
- #72029 Supermarine Seagull II £TBC
- #72030 Supermarine Seagull III RAAF £TBC
- #72031 Supermarine Seagull II Japanese Navy £TBC
- #72032 Supermarine Seagull III with Jupiter engine £TBC

All kits are 1/72 resin offerings, and one source in the UK is A2Zee, who carry the full range and will no doubt be selling them over the counter at a show near you soon. Check out the website for



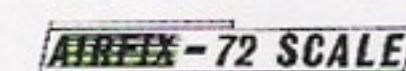
full details at www.a2zeemodels.co.uk We just did, and realise we were wrong about the ugly maritime subjects. Karaya have, of course, kitted the Blackburn Blackburd, which may be a rung on the ladder to such sublime delights as the Westland Walrus, the Avro Bison, and the Blackburn Blackburn, all of which look as if Dick Dastardly might have employed them to pursue pigeons, all of which are hideous, and all of which, like the Blackburd, will make fascinating subjects for models and excite considerably more interest on the club table than another Spitfire, no matter how refined the gull wing centre section. How about we stop complaining about three-figure sums for giant Luftwaffe machines and get some of these in instead?

● SAMI

Judge it by its Covers

AIRFIX

Readers will no doubt enjoy the nostalgia offered by the latest book of Airfix kit box art, *The Vintage Years Of Airfix*, published by The Crowood Press Ltd. Reproduced in this large size book are many of your favourite Roy Cross images produced over the ten-year period he worked with Airfix. Also included are a number of sketches and alternative versions of this now famous artwork. The publisher's recommended selling price is £35, but Airfix Club members can get it at a discounted price, as well as having an opportunity to obtain one of the



limited edition signed copies.

On the plastic front the latest reissue of the 1/24 Spitfire Vb (#50055/£44.99) has been released in connection with the BBMF and features the markings of Jan Zumbach, the Polish Battle of Britain fighter ace who flew EN951 with 303 Sqn from late September 1941. Zumbach was posted to 303 in early 1941 as a Flight Commander and went on to command the Squadron from May until December 1942. This gift set includes glue, paint brushes, twelve Humbrol acrylic paints and an electric motor can be employed to operate the propeller.

● SAMI

Most Highly Flavoured Gravy!

ICM

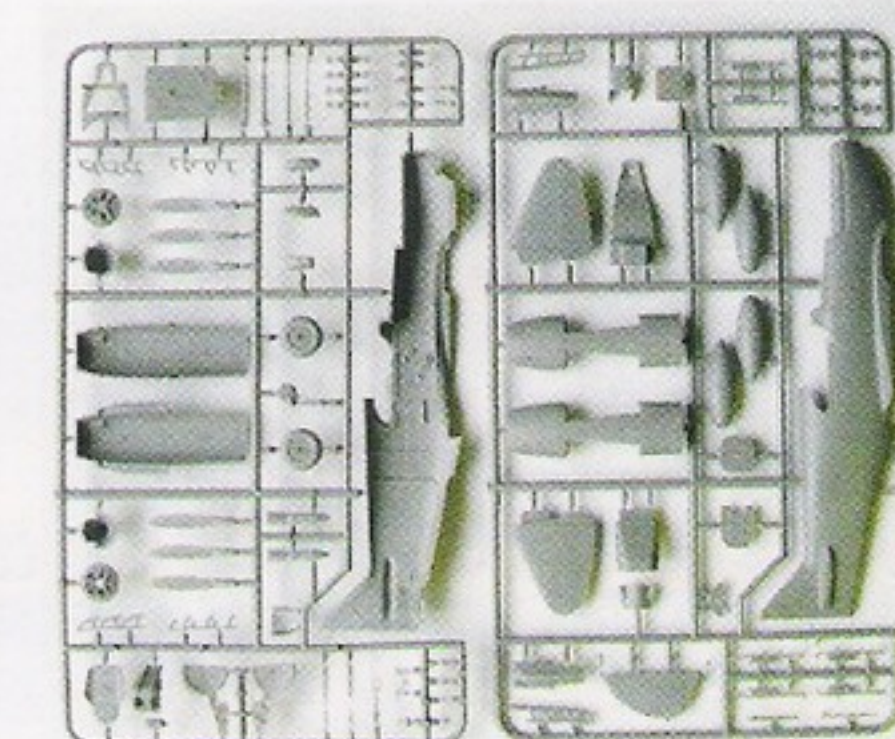
Now you see it... oh no you don't – but you soon will. Box art and a price tag, no less, must surely indicate that ICM's most desirable future release is nearer than we might have dared to hope. The Henschel Hs 126A (#48211/£27.99) was announced at Nuremburg 2008, and will fill an enormous gap in many



collections. *Glo-o-o-o-o-ri-a!*

Also due from ICM in 1/48 are the LaGG-3 Series 7-11 (#48093/£13.99) and the Beech C-45F (#48181/£39.99).

● SAMI



Model Aircraft Monthly

Here, for the benefit of those jaded dilettantes on the Internet who would have us believe they don't rip the top off a new kit with feverish excitement, is a brief resume of the contents of the May issue of our sister magazine *Model Aircraft Monthly*. Group Editor Neil Robinson's customary obsession with the gull wing centre section and the C-wing armament takes a break this month in favour of ground-breaking original research, high quality modelling articles and historical pieces by respected aviation historians from all around the world. *MAM* is the ideal accompaniment to *SAMI* – we cover the marketplace exhaustively, and Neil provides the inspiration and information you need to take your build beyond the box. Together the two make up a complete monthly aviation modeller's manual.

In MAM this month:

- Soviet P-40s – Vladimir Kotelnikov describes the use of Curtiss P-40 fighters in Soviet Air Force service during World War Two
- White, cold and snow – Mikhail Neradkov builds a P-40E M-105 from the 1/48 Revell/Monogram kit + Griffon resin conversion
- First of the Luftwaffe's fighter-bombers – Ian Day builds Eduard's 1/48 Bf 110 as a *Eprobungsgruppe* 210 fighter bomber
- 'Spotlight' – Bf 110 colour schemes by Ian Holmes
- Export Flankers – Ken Duffey describes the development and models



a pair of the export versions of Sukhoi's Su-30 Super 'Flanker' in 1/72

- AIRFIX AIRfile – Canberra B.2/B.6/B.15 colour schemes and markings by Paul Lucas
- Candid Canberra – Martin Derry provides a selection of photographs of the EE Canberra B.2 and various derivatives in RAF and Ministry service
- American Harrier – Part 2: Andy Evans traces the story of the Hawker Harrier in US service – Part Two: 'The AV-8A'
- Finnish Hawk – Randy Lutz details and improves the Hobbcraft 1/48 Curtiss P-36 into a Finnish Curtiss Hawk 75A-2

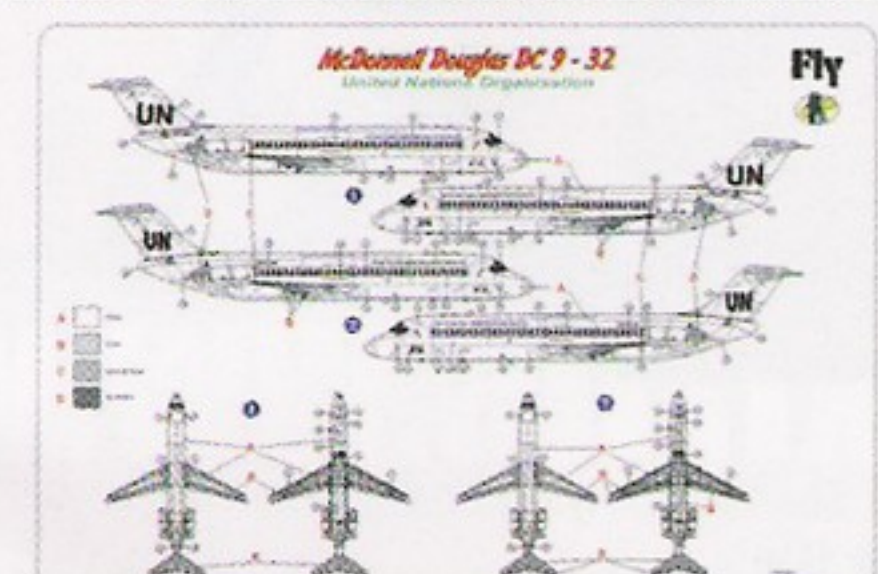
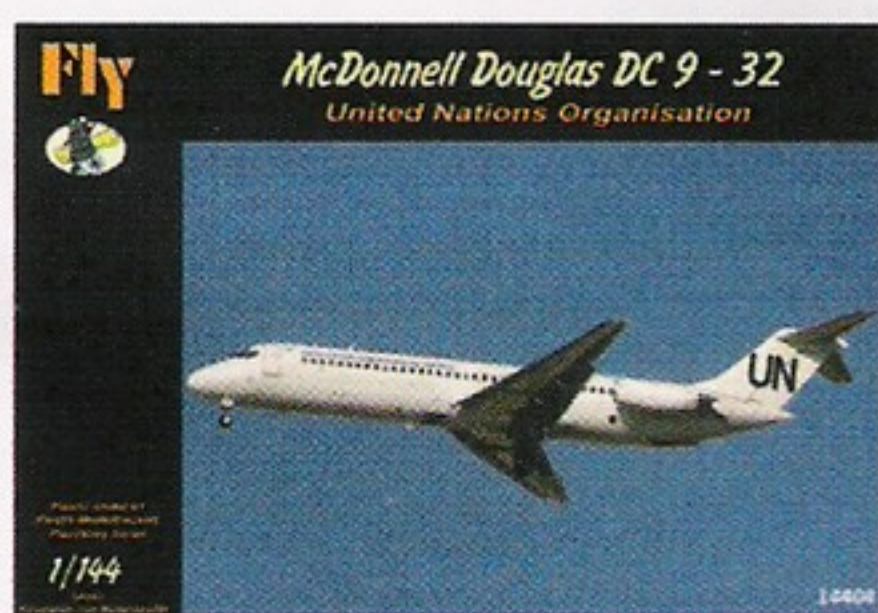
All this and more in this month's MAM
● SAMI

Fly Buy

FLY

Three new kits from Fly cover the DC 9 in 1/144.

- 14401 McDonnell Douglas DC 9-31 Firebird



- 14402 McDonnell Douglas DC 9-32 NASA
- 14404 McDonnell Douglas DC 9-32 United Nations

● SAMI



580 MODELLERS



The busy main hall at what has to be one of the most adventurous shows this year

Variety Performance at South Cheshire Militaire, Crewe, 22nd February 2009

by Geoff Cooper-Smith

Crewe is certainly not your typical model show, as in addition to the usual fare, there is an eclectic mix of extras, which means there is usually something to pique the interest of everyone. At this year's show there were real live Star Wars Stormtroopers patrolling the aisles, several displays of diecast vehicles (including one devoted to ice cream vans), a whole wall of large-scale floating things from the local boat club, a full-scale WWII Jeep, figure



580 Modellers welcomed a new member, Les Adams, at Crewe. This is his very presentable P-47D. Needless to say he enjoyed the day and is planning to join us at some future shows

dealing in new and secondhand kits, tools, bases, books, fantasy, diecast and radio control, displays of lovingly assembled, detailed and painted plastic including aircraft (although they tend to be in the minority due to the nature of the show), AFVs, ships, Sci Fi and figures, a competition, a tombola, a kit swap for those who didn't have the benefit of a club stand to sell their unwanted items, and of course a competition! The South Cheshire Military Modelling Club are to be congratulated for putting on such a cornucopia and running it with the precision necessary for such an intimate venue.

SFM UK, a web-based community of science fiction and fantasy model builders deservedly won best stand with a display of models, which covered the whole spectrum and thus mirrored the show itself!

You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com



No, not hired in security, but proof that 580 Modellers is even luring members from a galaxy far far away!

painting demonstrations by The Basement, a programme of radio controlled displays in a netted 'safe area' upstairs, a chance to have a go at wargaming, a model railway showing some of the more nostalgic items, some large working models made out of Meccano - including a tank and its transporter manned by Action Man, a display of WWII ephemera, demonstrations by the local Air Cadets, traders



This 48th Scale A-1D Skyraider took gold in the single class for aircraft in the competition.

Ida on Parade

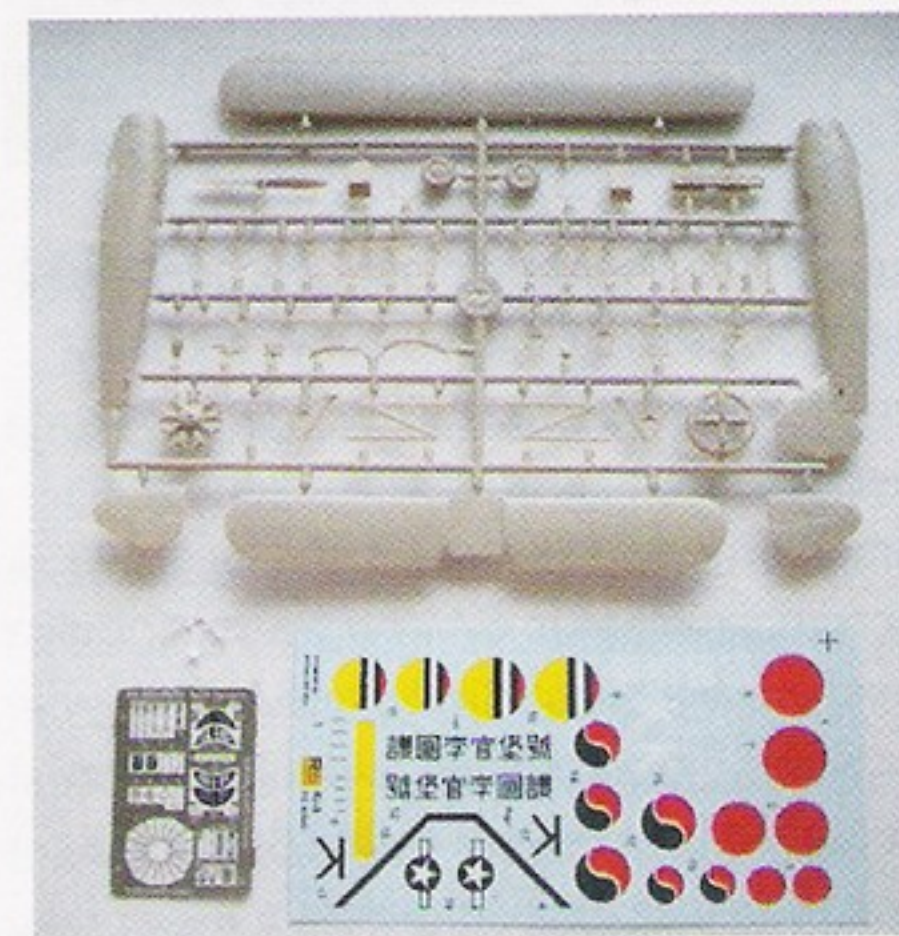
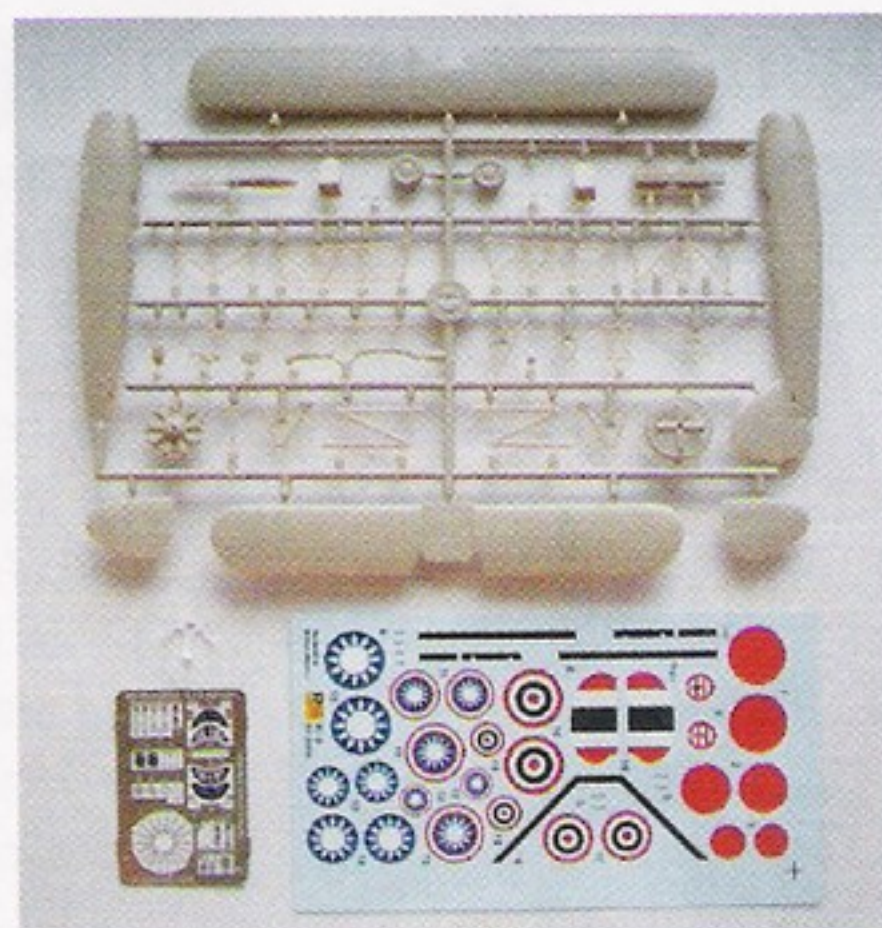
RS MODELS

One can't help noticing the mass of resin kits released this month under the RS label. Due soon in plastic, though, are a couple of little Japanese biplanes that will make ideal companions for your Valom Willows.



RS's injected kits are generally very nice, complete packages, and these certainly look to be no exception, with colour photoetch for the interiors, including seatbelts, which is pretty much all one needs to build a masterpiece straight from the box in this scale.

- #92049 Tachikawa Ki-9 special unit £TBC
 - #92050 Tachikawa Ki-9 trainer £TBC
- SAMI



Albatros Remix

GAVIA

The next release under the Gavia label will be a reissue of Eduard's 1/48 Albatros W.4 (#4816/£TBC). For the record this is the floatplane fighter based on the D.I/D.II biplanes. The kit has a detailed cockpit and Mercedes engine, plus a newly-tooled tailplane, struts and floats. Includes seated pilot figure, optional 'ear' or PE flush wing radiator, rigging diagram, resin parts (ailerons and radiator fittings), and

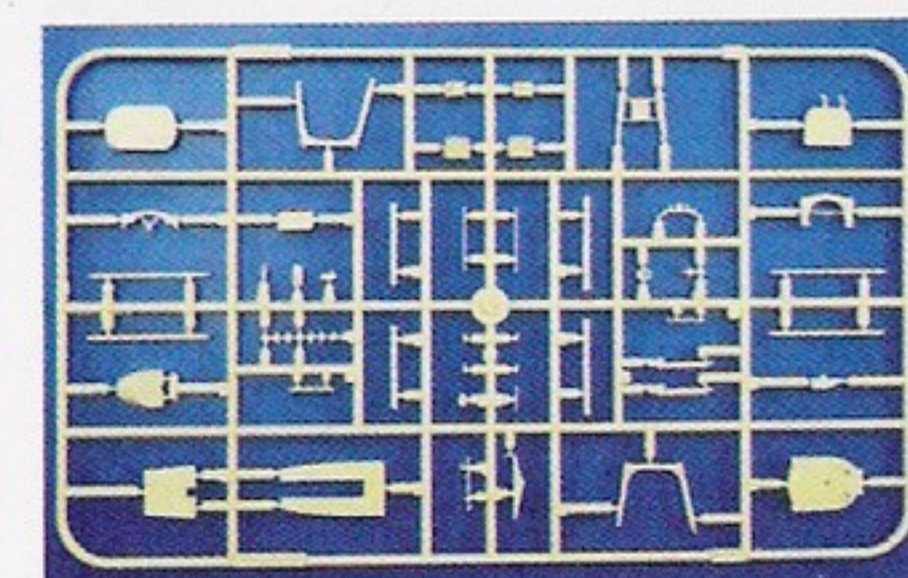
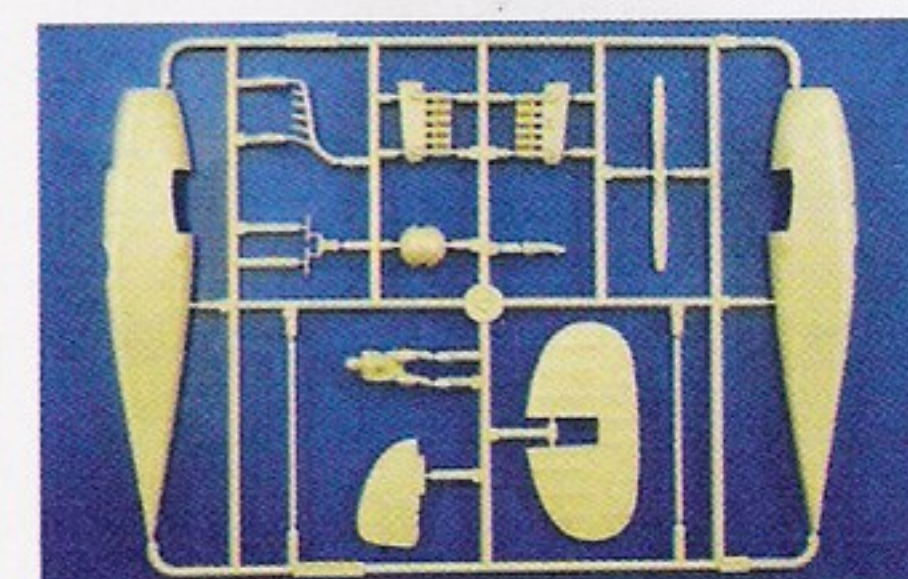
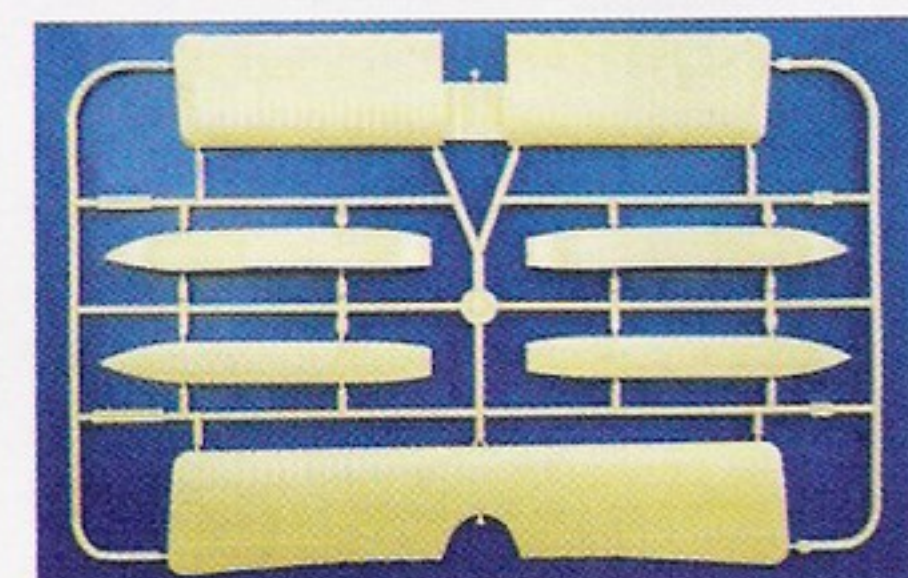
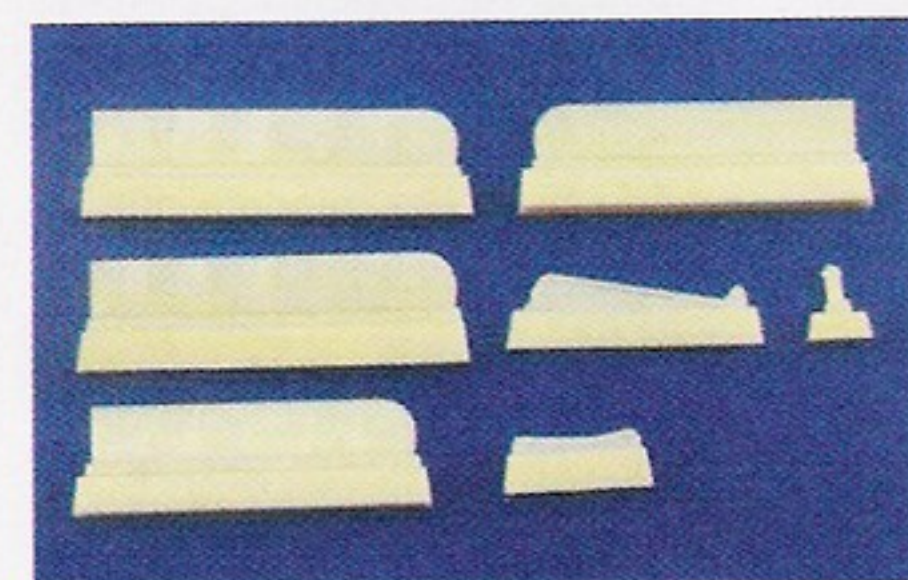
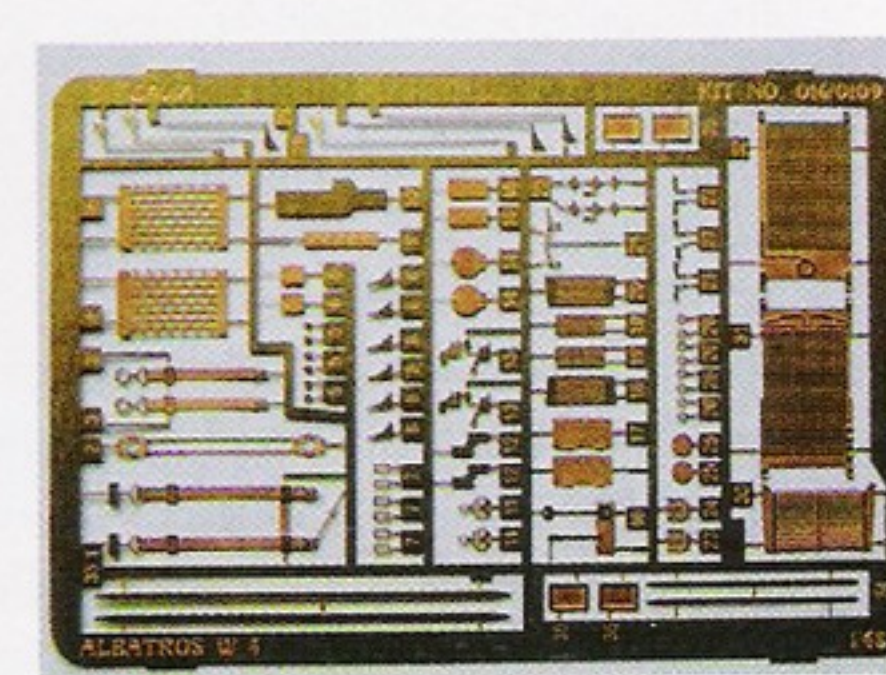
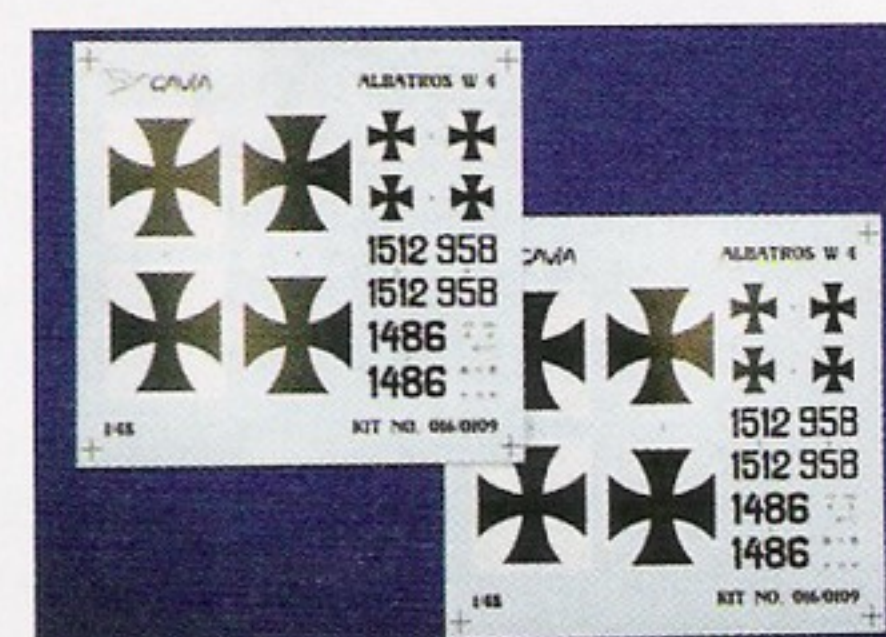
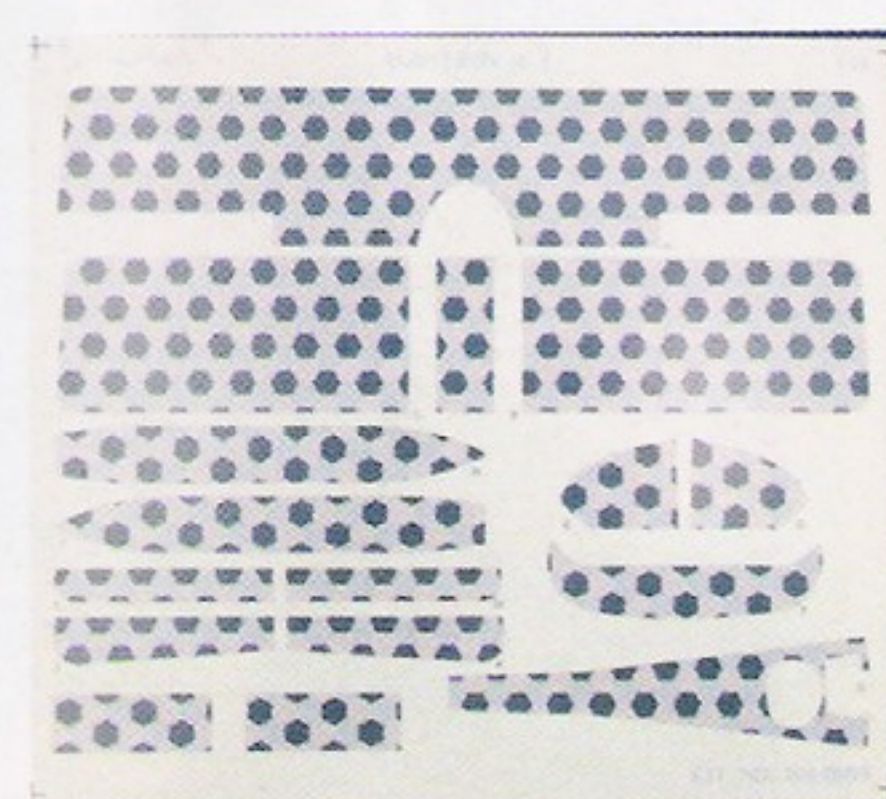


photo-etch parts. The kit may be built as early or late configuration. Decals and painting guide cover three Imperial German Navy aircraft, 1512, 1486, and 958, and include naval pattern lozenge camo.

Squadron are advertising this kit at US\$33.26.

● SAMI



Roden's Riding

RODEN

Sadly our oath of loyalty to things with wings prevents us from an enormous enthusiastic report on Roden's first 1/35 kit – a 1920 Rolls

Royce armoured car – but we can tell you that the 1/32 D.H.2 (#612/£TBC) is on its way, and production kits should be available from the end of April.

● SAMI



Float your Boat

CAMMETT

Just to remind readers that Alphaflight's 1/48 resin Sunderland Mk III (#SUNDMK3/£220.00) is now available in the UK from Cammett Ltd, and can be seen on their stand at any of the many shows they are attending throughout the year. Not a type we expect to see injected in this scale any time soon, either, so interested parties are advised to make the



most of the opportunity. Can you afford it? Tot up those six TSR.2s in the attic – or just buy a couple less Lightnings. Easy...

● SAMI

Two More

MACH 2

Two new releases due from Mach 2 will cover very unusual subjects:

- #0572 1/72 S.O.6000 Triton £TBC
- #7247 1/72 Martin P6M2



Seamaster flying boat £TBC

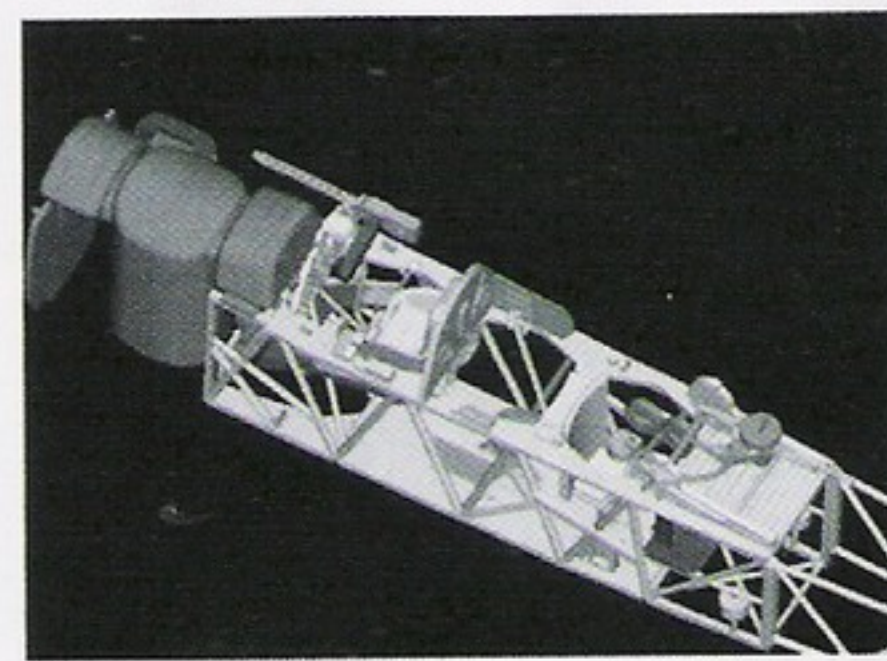
● SAMI

The Day I Caught the Big Fish...

TRUMPETER

Any excuse to run some pictures of an enormous Swordfish (#03207/£TBC). We've seen the sprues, and we would have been all over the built-up test shot at Nuremburg, but apparently it was at another show in Australia instead. Never mind – it can't be far off now as it has actually graduated to the website...

● SAMI



One True Scale

SHED MODELS

One of the eye-openers for editorial staff attending the Southern Expo this year was Shed models 1/200 stand, and the astonishing range of tiny models available for those wishing to scale down even further.

Some new additions are being added to the vast range available this month. Space precludes a full listing of the many projects in store, but certainly a visit to the website will tell more than we can here. We will be certainly looking at the whole 1/200 scene in a future Scaling Down, but for now here are the new releases just out in March:

- English Electric P.1A (£15)
- Short SB.4 Sherpa (£12)
- Short SC.1 (£12)
- Hunting 126 (£15)
- Saro SR.53 (£15)
- Bristol Sycamore (£15)



- G A Jindivik and Pika (£12)
- Avro C30 Rota (£15)
- Flying Flea (£3)
- N A Mitchell B/C (£19)
- N A Mitchell J (£19)

Nearly ready, awaiting decals at time of writing, are three versions of the Westland Whirlwind and a Sikorsky R-4 Hoverfly. A staggering array of masters are prepared and ready to roll, covering subjects as diverse as the Saunders Roe SR177, the Percival Pembroke and (pause for breath and roll on the drums) the Blackburn Blackburn.

More to come on this range in due course, but in the meantime you can contact Shed Models via the website at www.the-one-true-scale.co.uk

● SAMI



Southern Expo Hornchurch 2009

SOUTHERN EXPO

I have been attending this event at a leisure centre in Hornchurch East London for more years than I care to think about and always associate it with the end of winter as it is normally blessed with the first good weather of the year, and this March was no

different as it was held on a beautiful sunny weekend. Sunday was competition day, and while the number of models on the tables was down this year what was missing in quantity was made up for in quality and in a number of classes the judges would have been hard pushed to pick a winner.

Over the weekend the show raised £3,500, which has been donated to the St Francis Hospice, so congratulations to the organisers on a smoothly run and successful event, and make it a definite date in your diary for next year.

David Francis

● SAMI



A beautiful job on a beautiful kit. Classic Airframes' Annie straight from the box



A fine crop of traders and clubs made it a weekend to remember



A beautifully soft finish on this F-16



These things are popping up everywhere this year



Aha! That Crusader makes its first appearance



Gold medal winning Halberstadt in 1/32. NOT built from any box at all!



A busy day for LSA models



Freightdog's P.1154 made its debut at the show



Scaling Down Expo. A trim little C-47 with a nicely executed finish

New from SAM Publications

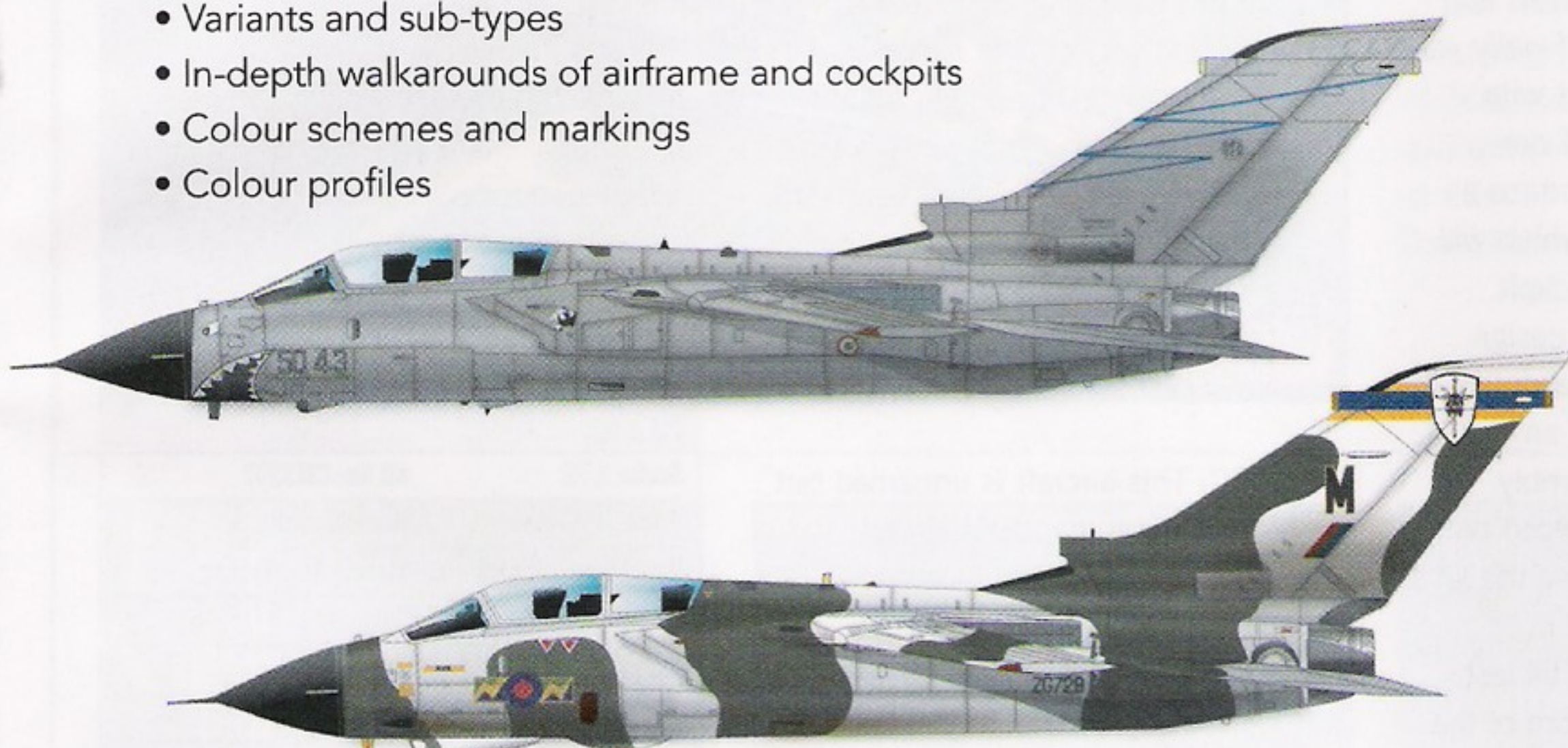
The AIRData Series

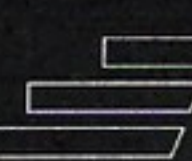
Designed with modellers and enthusiasts in mind, this new series of books from SAM Publications is set to be the ultimate in reference guides on the chosen subject.

Each volume will be heavily photo and colour profile orientated in order to maximise the information and detail available, presented in an easily accessible manner.

Each volume will include:

- Aircraft history
- Variants and sub-types
- In-depth walkarounds of airframe and cockpits
- Colour schemes and markings
- Colour profiles



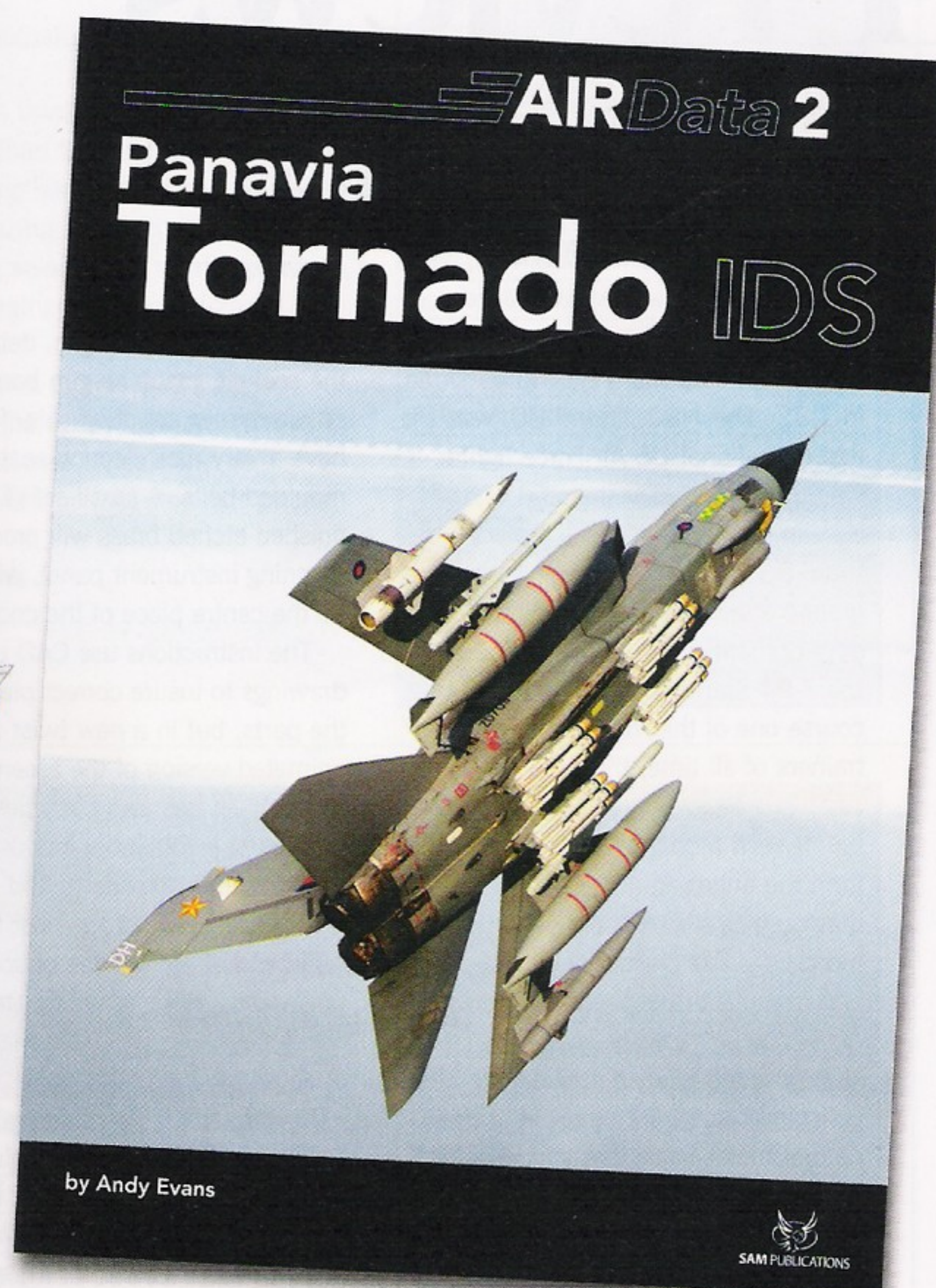
 AIRData 2

£9.99
+p&p

Panavia Tornado IDS

The Panavia Tornado IDS is a high performance, low level, all weather interdiction/strike aircraft jointly developed by the UK, West Germany and Italy. As a mature aircraft, the Tornado is one of the world's most sophisticated and capable attack aircraft, capable of carrying a large payload, and endowed with long range and high survivability.

During the 1960s, aeronautical designers looked to variable



Second in a collectable series

geometry designs to gain the manoeuvrability and efficient cruise of straight wings with the speed of swept-wing designs. Britain and France initiated the AFVG (Anglo French Variable Geometry) project in 1965, which ended with French withdrawal in 1967, however in 1968; West Germany, the Netherlands, Belgium, Italy, and Canada formed a working group to examine replacements for the F-104 Starfighter, initially called the Multi Role Aircraft (MRA), and later the Multi Role Combat Aircraft (MRCA). Britain joined the MRCA group in 1968.

The concepts were reduced to two designs; a single seat Panavia 100 for West Germany, and the twin-seat Panavia 200 which the RAF preferred and which would eventually become the Tornado. The first aircraft were delivered to the RAF and Luftwaffe on 5 and 6 June 1979 respectively. Production finally ended in 1998 after some 992 aircraft of all variants had been built.

This second book in the AirData series looks in depth at the Tornado IDS in all its guises, from the standard InterDiction/Strike variant to the specialised ECR, Electronic Combat & Reconnaissance version. Aircraft from Britain, Germany, Italy and Saudi Arabia are detailed with reference to individual user nation's camouflage schemes and specific weaponry and reconnaissance requirements.

ORDER FORM

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Previews

Shooting Star The P-80 in 1/32 at last

I can not believe it has taken so long for such an important type to be kitted in 1/32. The P-80, later F-80, was the first operational US Air Force fighter. It was the mainstay at the start of Korean war and as it was replaced by the F-86 Sabre it became a competent ground attack platform. Further development of the airframe brought the F-94 Starfire night fighter and of course one of the most important trainers of all time, the T-33.

This is a typical limited-run model from Czech Model and is far removed from the huge vague lumps of plastic that I remember from my early days in modelling. The plastic has restrained engraved detail that is better than some mainstream manufacturers, and a slightly rough feel, so may need a little polishing bearing in mind the overall natural metal finish that you will need to apply later. Test fitting reveals a very good fit of parts though you may need to carry out a small amount of trimming as you assemble the model. The clear parts are really beautiful, and certainly the best I have ever seen in this type of model kit.

The resin parts supply two

alternative wheel designs, details for the cockpit, machine gun barrels and an alternative set of wheels. Finally you have a very nice ejection seat with moulded belts. A small set of pre-finished etched brass will produce a stunning instrument panel, which will be the centre piece of the cockpit.

The instructions use CAD design drawings to insure correct placement of the parts, but in a new twist an animated version of the assembly instructions has also been placed on Internet site You Tube, just use the kit's title to search the site to find it.

But I have saved the best till last. The decal sheet fills the bottom of the box and supplies complete stencilling as well as three attractive marking options:

1. F-80C *Sagging Dragon*, blue trim with a dragon on the port side. This is a famous aircraft and graced the Airfix 1/72 kit box for many years, and is also the subject of this kit's artwork
2. F-80C *Li'l Dottie*. This aircraft has yellow trim and scored the first jet fighter kill



TECHNICAL DATA

Scale: 1/32	Kit No: CM3202
Price: US\$71.96	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Czech Model	
Available from Squadron MMD	



3. F-80C. This aircraft is unnamed but is a wing commander's aircraft so carries attractive red, blue and yellow trim

The F-80 proves the old saying that if it looks right it is right, and in 1/32 scale it is the perfect size - not so massive that it is hard to store but large enough that you can see all the detail. I am really hoping the aftermarket producers go to town with some decals for this kit, especially the rarely covered ones that were used by some of the South American countries. Already announced is an aftermarket resin cockpit by Czech Model's sister company Avionix.

Our thanks to Squadron/Signal for supplying the review sample which can

be purchased from their web site at www.squadron.com. A full build will appear in a future issue.

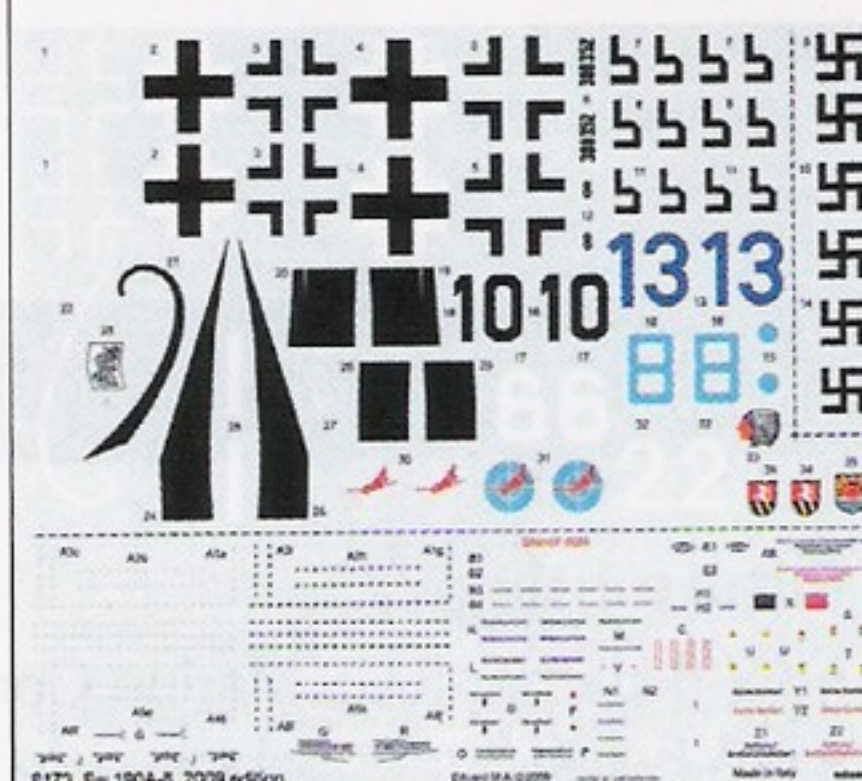
David Francis



TECHNICAL DATA

Focke Wulf Fw 190A-8 ProfiPack

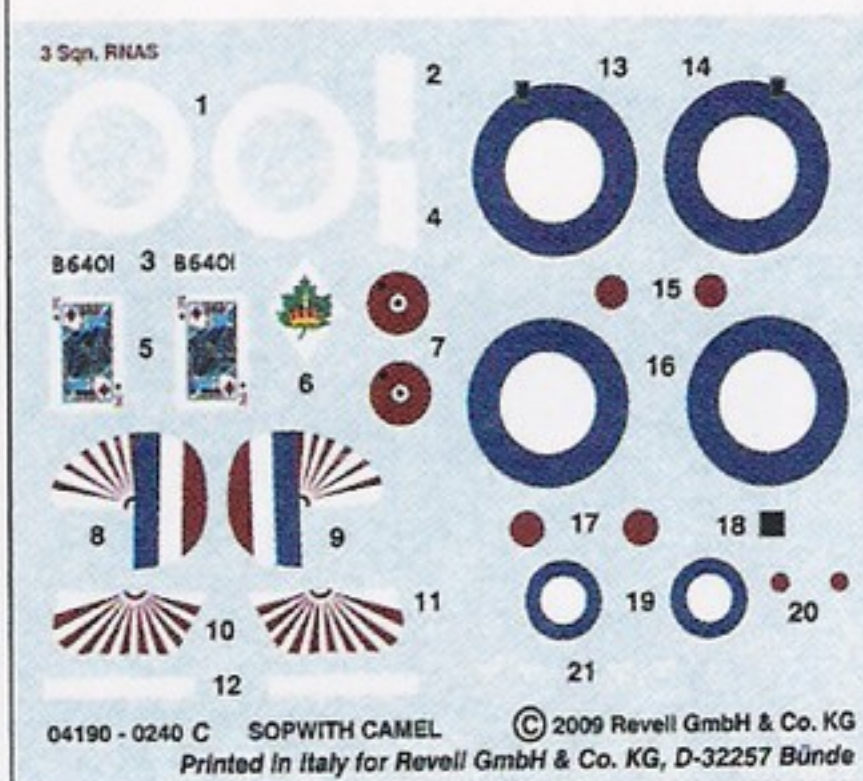
Scale: 1/48	Kit No: 8173
Price: £19.75	Decal Options:
Panel Lines: Recessed	Status: Revised issue
Type: Injection Moulded Plastic	
Parts: Plastic 168, Clear 11, Etched 71	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	



TECHNICAL DATA

Sopwith F.1 Camel

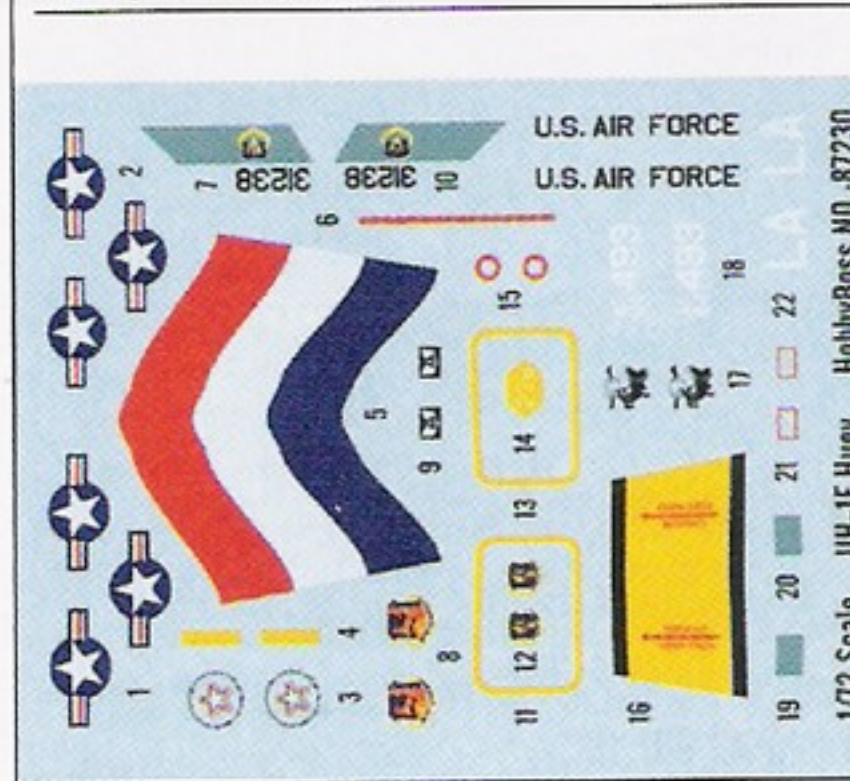
Scale: 1/72	Kit No: 04190
Price: £2.99	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 22	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



TECHNICAL DATA

UH-1F Huey

Scale: 1/72	Kit No: 87230
Price: £10.99	Decal Options: 2
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 114, Clear 5	
Manufacturer: HobbyBoss	
UK Importer: Creative Model	
US Importer: Squadron	



TECHNICAL DATA

Mil Mi-26 Halo

Scale: 1/72	Kit No: 04645
Price: £24.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 214, Clear 21	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



A Scooter made for two

Hasegawa TA-4J Skyhawk

As with the Czech model P-80 to say this kit has been a long time coming is a bit of an understatement, a fact that Classic Airframe very successfully cashed in on last year as they released three TA-4 Skyhawk Trainer boxings which sold out very quickly.

On opening the box anyone who has built the Hasegawa single-seat Skyhawk will find 95% of the plastic is identical, with optional panel cut-outs to allow for future boxings - Israeli version anyone?

The main difference of course is the extended fuselage and the second cockpit, which have been well done. The large canopy is beautifully reproduced and a nice touch is that it

has been moulded with large protective runners to help protect it against transit damage.

The decal sheet supplies two options. The first, belonging to VC-1, has been included in nearly all two-seat kits in all scales with its colourful rainbow tail and blue trim, and the second is a variation of the standard USN trainer scheme of white and orange, which is also very striking.

This kit should be an easy build and if you want to super detail your model Aires have a very nice resin undercarriage bay that will fit this kit. For decals you are spoilt for choice, Afterburner, Fightertown, Isra and Sky decals have a number of sheets which

include alternative schemes suitable for the TA-4J.

I always think the two-seater is more attractive than the single-seat versions with its lengthened nose and large canopy glazing, and of course you have a stunning selection of markings from colourful trainers to camouflaged aggressors.

Our thanks to Hasegawa for supplying the review sample in advance of its UK release, which will be available from normal stockists priced at £29.99.

David Francis



TECHNICAL DATA

Hasegawa TA-4J Skyhawk

Scale: 1/48

Kit No: HAPT043

Price: £29.99

Decal Options: 2

Panel Lines: Recessed

Status: Revised Tooling

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International



TECHNICAL DATA

Sopwith 5F.1 Dolphin

Scale: 1/48

Kit No: BM112

Price: £21.99

Decal Options: 2

Panel lines: Recessed

Status: Reissue

Type: Injection Moulded Plastic

Parts: Plastic 30, Pewter 19

Manufacturer: Blue Max

UK Importer: Freightdog Models



TECHNICAL DATA

MiG-17PFU Fresco E

Scale: 1/48

Kit No: 80337

Price: £15.99

Decal Options: 3

Panel Lines: Recessed

Status: Revised Tooling

Type: Injection Moulded Plastic

Parts: Plastic 129, Clear 6

Manufacturer: HobbyBoss

UK Importer: Creative Model

US Importer: Squadron



TECHNICAL DATA

HH-60H Rescue hawk (Late version)

Scale: 1/72

Kit No: 87233

Price: £10.99

Decal Options: 2

Panel Lines: Recessed

Status: Revised Tooling

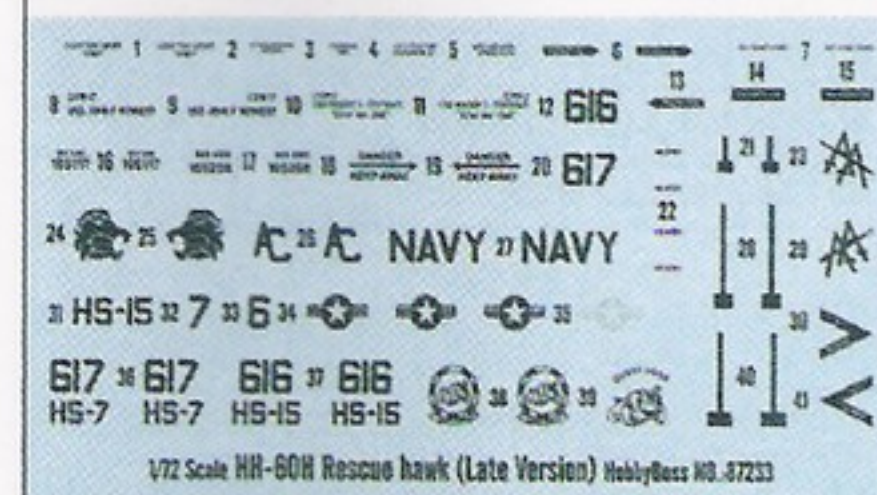
Type: Injection Moulded Plastic

Parts: Plastic 121, Clear 7

Manufacturer: HobbyBoss

UK Importer: Creative Model

US Importer: Squadron



TECHNICAL DATA

Siebel 202 Hummel

Scale: 1/48

Kit No: MX 4820

Price: £TBC

Decal Options: 1

Panel Lines: Recessed

Status: New Tooling

Type: Resin

Parts: Resin 31, Vacform Clear 1

Manufacturer: Master X

Available via www.umm-usa.com



TECHNICAL DATA

AH-64D Apache Longbow JGSDf

Scale: 1/48

Kit No: PT42

Price: £29.99

Decal Options: 8

Panel Lines: Recessed

Status: Revised issue

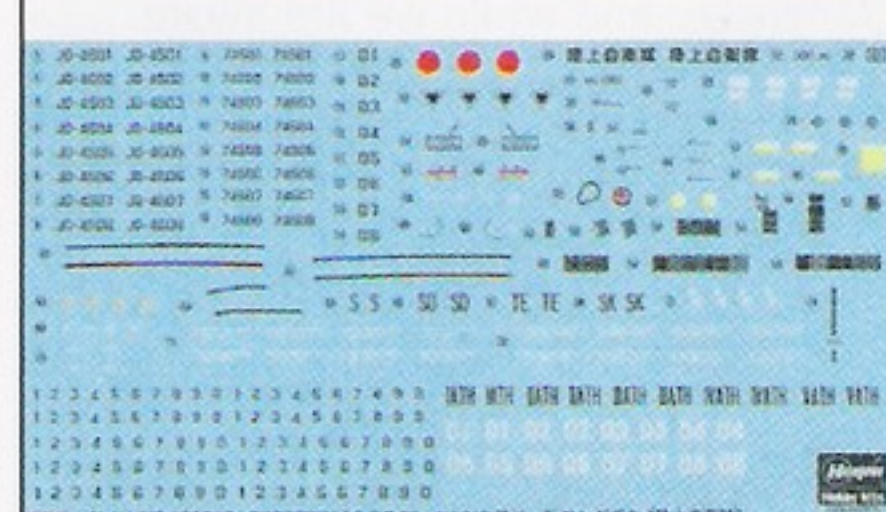
Type: Injection Moulded Plastic

Parts: Plastic 255, Clear 13

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International



TECHNICAL DATA

Mil Mi-4A Hound

Scale: 1/72

Kit No: 87226

Price: £10.99

Decal Options: 2

Panel Lines: Recessed

Status: Revised Tooling

Type: Injection Moulded Plastic

Parts: Plastic 82, Clear 14

Manufacturer: HobbyBoss

UK Importer: Creative Model

US Importer: Squadron



TECHNICAL DATA

Westland Lynx HAS.3 Royal Navy

Scale: 1/72

Kit No: 87237

Price: £10.99

Decal Options: 2

Panel Lines: Recessed

Status: Revised Tooling

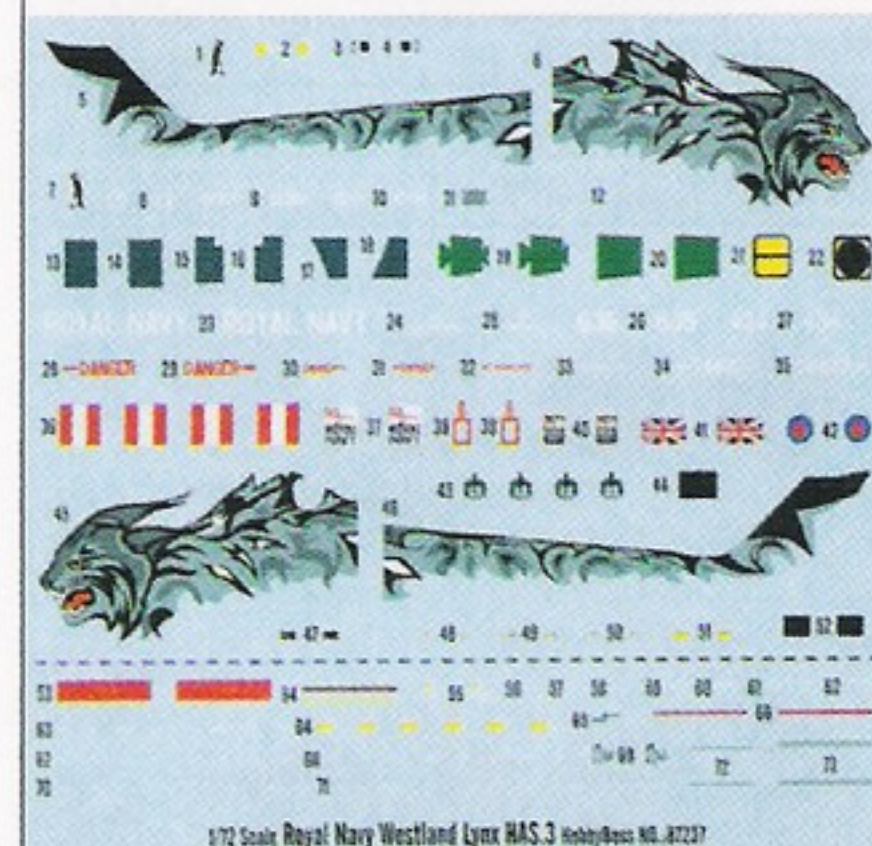
Type: Injection Moulded Plastic

Parts: Plastic 77, Clear 9

Manufacturer: HobbyBoss

UK Importer: Creative Model

US Importer: Squadron



TECHNICAL DATA

Hawker P1154

Scale: 1/72

Kit No: SCK7202

Price: £39.99

Decal Options: 2

Panel Lines: Recessed

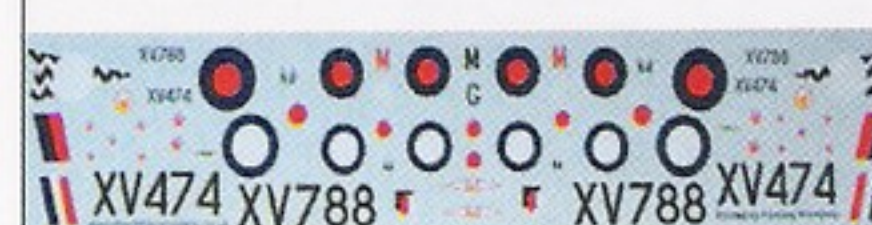
Status: New Tooling

Type: Injection Moulded Plastic

Parts: Resin 28, Clear resin 1

Manufacturer: Silver Cloud

UK Importer: Freightdog Models

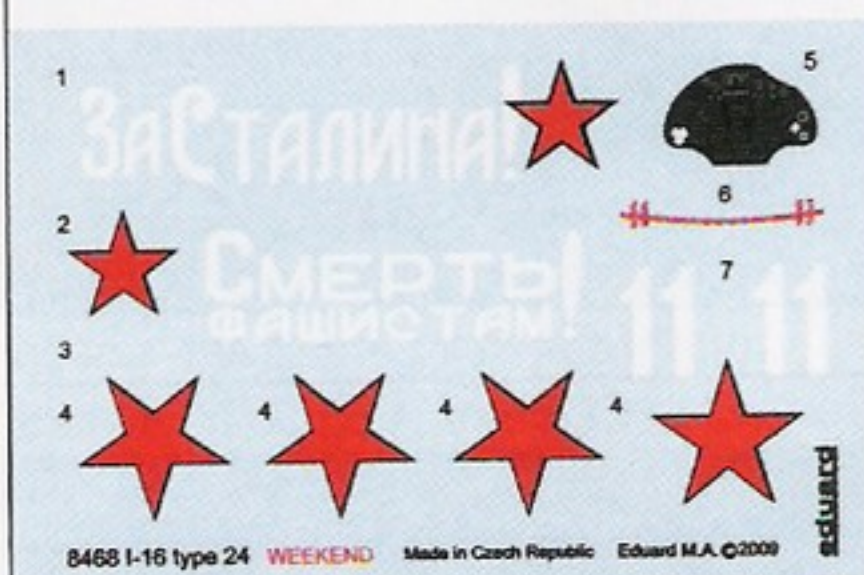




TECHNICAL DATA

I-16 Type 24 Weekend Edition

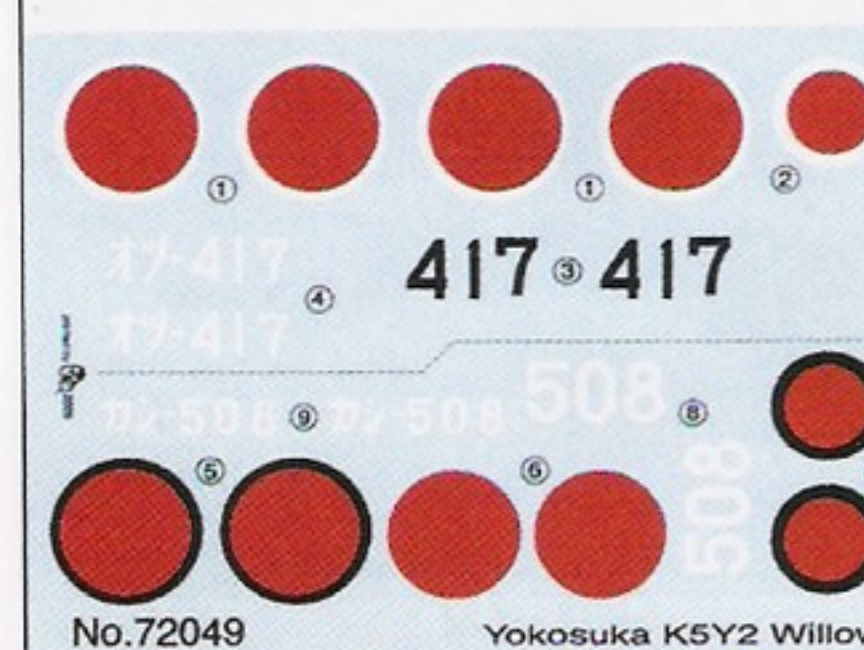
Scale: 1/48 Kit No: 8468
 Price: £9.85 Decal Options: 1
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 69, Clear 2
 Manufacturer: Eduard
 UK Importer: Hannants
 US Importer: Squadron



TECHNICAL DATA

Yokosuka K5Y2 Willow

Scale: 1/72 Kit No: 72049
 Price: £TBC Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 50, Clear 8, Etch 28, Resin 1
 Manufacturer: Valom
 UK Importer: Hannants
 US Importer: Squadron



TECHNICAL DATA

Curtiss P-6E Hawk

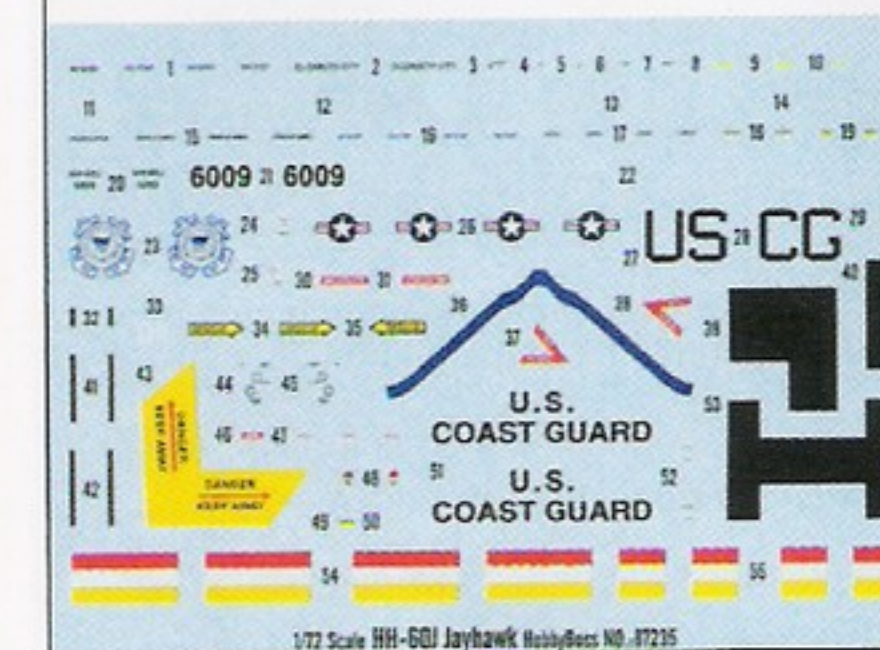
Scale: 1/72 Kit No: 72006
 Price: £7.82 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 26, Resin 4, Clear 1
 Manufacturer: Olimp
 UK Importer: Hannants US Importer: Squadron



TECHNICAL DATA

HH-60J Jayhawk

Scale: 1/72 Kit No: 87235
 Price: £10.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 103, Clear 7
 Manufacturer: HobbyBoss
 UK Importer: Creative Model
 US Importer: Squadron



TECHNICAL DATA

C-47 Skytrain Berlin Airlift

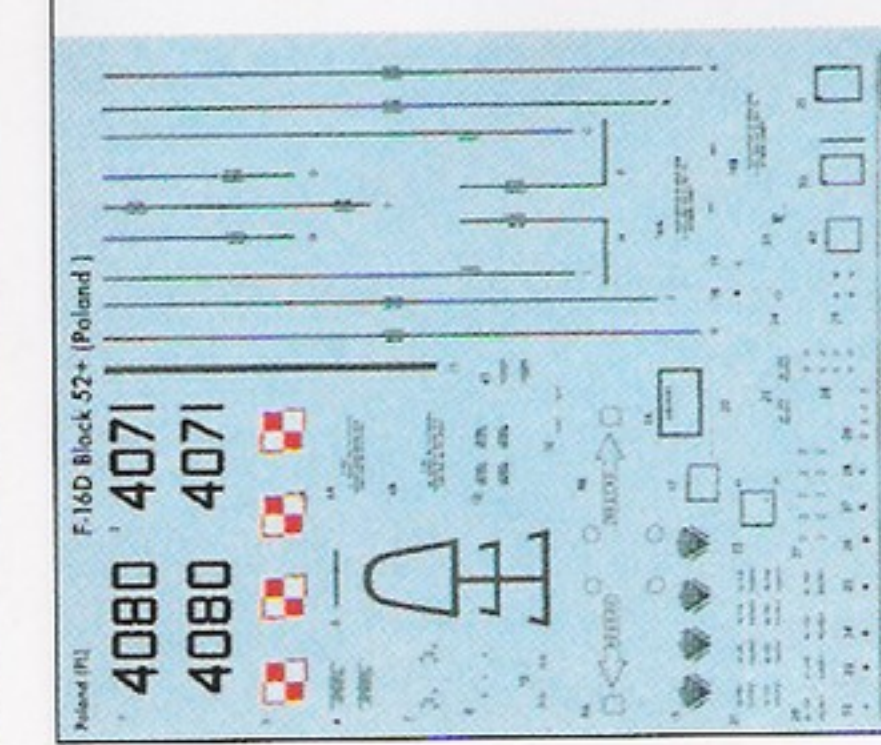
Scale: 1/48 Kit No: 04697
 Price: £24.99 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 78, Clear 8
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

F-16D Block 52+ Polish Air Force Advanced Viper

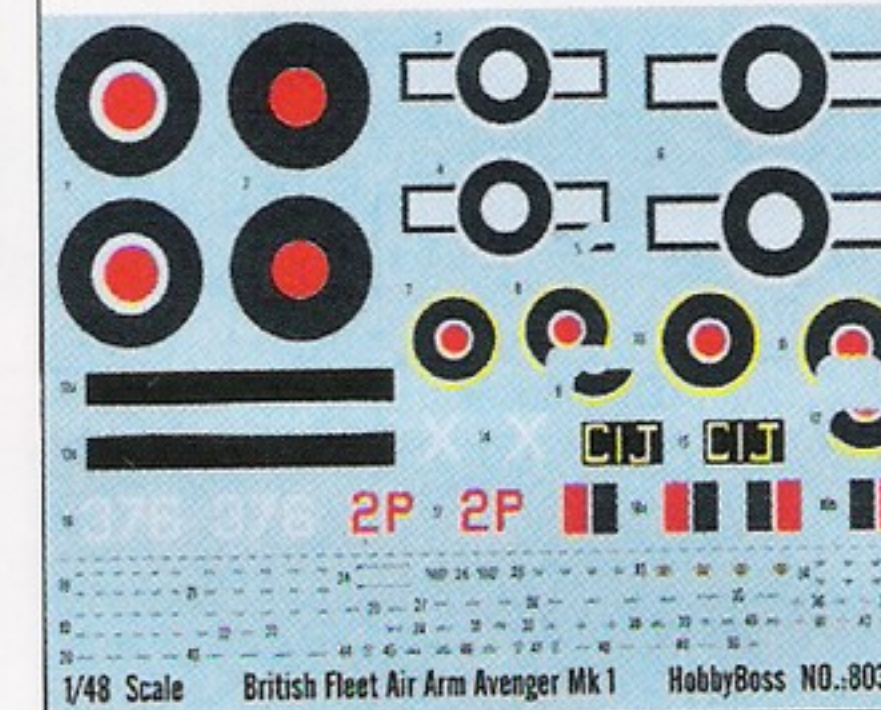
Scale: 1/48 Kit No: K48010
 Price: US\$39.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded Plastic
 Parts: Plastic 318, Clear 32
 Manufacturer: Kinetic
 Available from LuckyModel.com



TECHNICAL DATA

Grumman Avenger Mk I

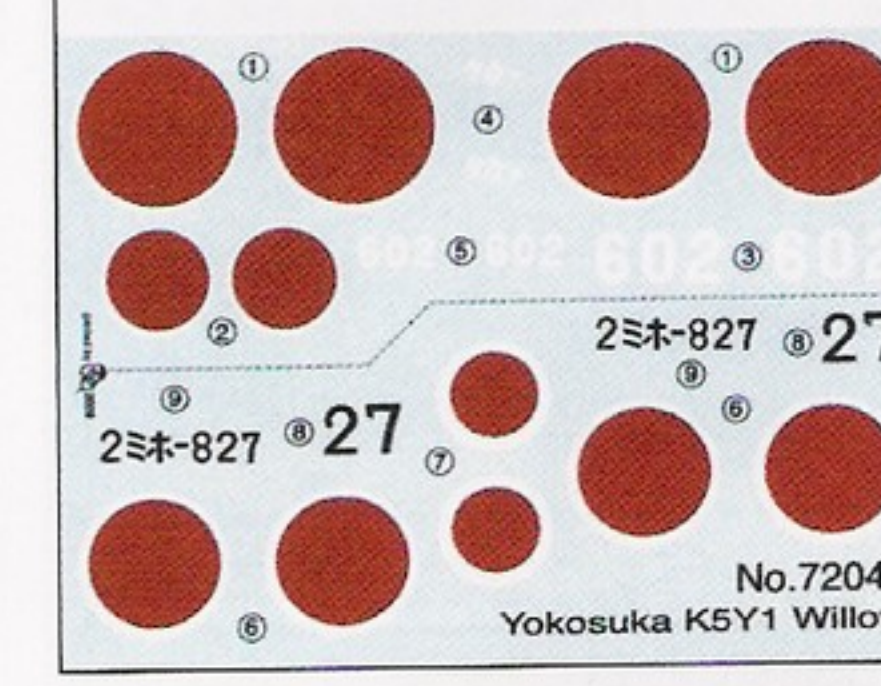
Scale: 1/48 Kit No: 80331
 Price: £32.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 152, Clear 23
 Manufacturer: HobbyBoss
 UK Importer: Creative Model
 US Importer: Squadron



TECHNICAL DATA

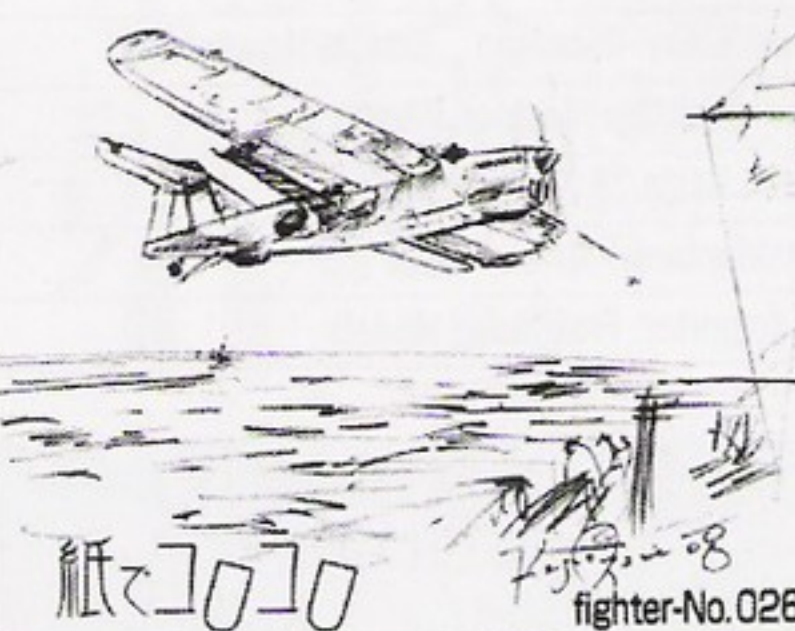
Yokosuka K5Y1 Willow

Scale: 1/72 Kit No: 72048
 Price: £TBC Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 50, Clear 8, Etch 28, Resin 1
 Manufacturer: Valom
 UK Importer: Hannants US Importer: Squadron



Mini MF
 ミニ ミリタリーフィギュア 1/144

フェアリーバラクダ Mk III ¥3,150
 (1機セット)



TECHNICAL DATA

Fairy Barracuda Mk III

Scale: 1/144 Kit No: MMFT-026
 Price: £23.91 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin
 Parts: Resin 30, Clear Resin 3
 Manufacturer: Mini Military Figures
 Available from HobbyLink Japan

Things we thought we'd never see...! A resin Barracuda in 1/144! Thanks to our good friends at HLJ we are pleased to share this little wonder with you. Instructions are all in Japanese, and all artwork is black and white, but don't be deterred by the 'specialist'

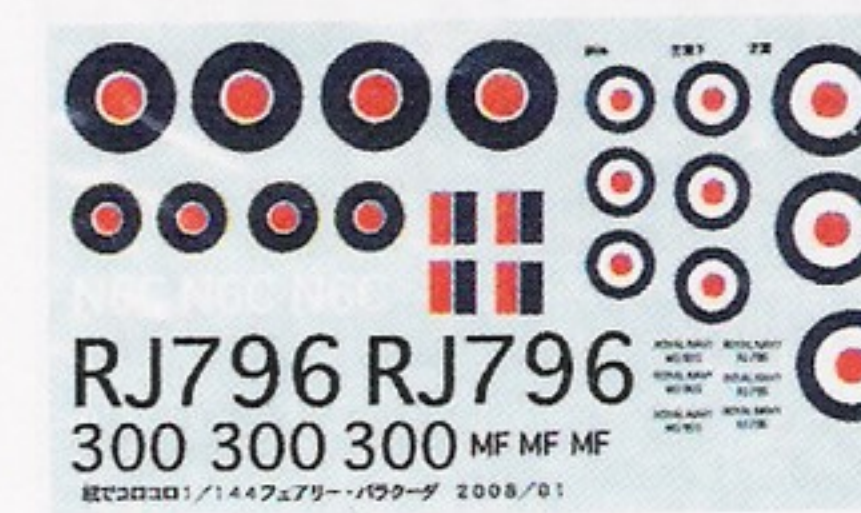
appearance of the kit. It's pretty good. Transparencies are solid resin pieces, so there is no interior, but the outline looks accurate, and while it lacks the finesse of a Sweet or a Platz release, it's a Barracuda, not a Mustang or a Messerschmitt, so what do you expect!

One thing we couldn't resist is the cartoon strip biography. It's all in Japanese, and while we are aware



most of our readers will be unable to appreciate it, we rather hope someone might send us a translation, as we would give the privy purse to know what the Dickens is going on!

We are not aware of a UK or US source for this item, but get in touch with HLJ and they will hook you up good!



He ain't Heavy he's my Brother

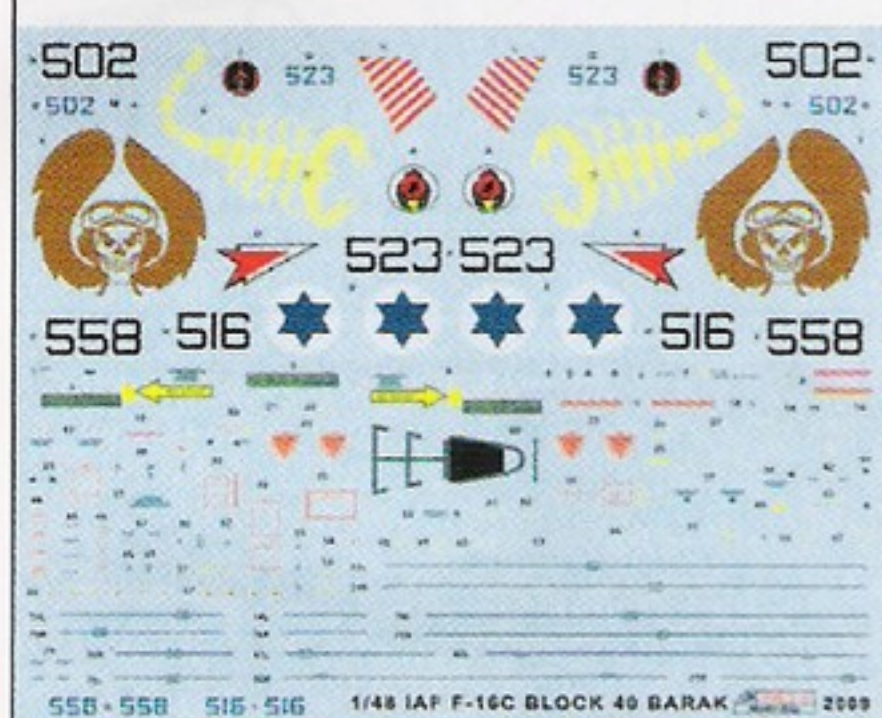
Kinetic's F-16C Barak and its big brother the F-16I Sufa in 1/48



TECHNICAL DATA

IDF F-16C Block 40 Barak

Scale: 1/48 Kit No: K48012
 Price: US\$32.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded Plastic
 Manufacturer: Kinetic
 Available from LuckyModel.com



The F-16 was conceived as a lightweight inexpensive fighter, a concept that bears no relation to the aircraft on the F-16I box, loaded down with a massive array of weaponry sensors and fuel tanks.

These new kits are the latest in the expanding Kinetic family of F-16s. The F-16C Barak has been in service since the mid-1980s and this kit features the distinctive extended tail and extra lumps and bumps of the Israeli variant. The plastic has a breakdown that will be familiar to anyone who has built the Tamiya/Hasegawa F-16, being designed to get the maximum variants from the moulds.

Pushing those moulds to the limit is the F-16I. This variant has the large bulged spine seen on the Israeli F-16D but also massive conformal fuel tanks over the wings and a selection of lumps and bumps, the most prominent being the antennas on either side of the nose. A nice touch in this kit is the turned brass pitot probe for the nose, which will be a lot stronger than the

plastic version in the C. A small sheet of etched brass supplies some of the vents seen on the side of the spine on this version.

As with all Kinetic kits you get a large selection of American-produced ordnance but these kits are crying out to be armed with some of the exotic Israeli weaponry produced by Isra Cast.

One area that Far Eastern kits can sometime fall down on is the decals, but not in this case, as they are designed by Sky Decals who are well known for their coverage of IDF aircraft and I would not be surprised if they were printed in the USA.

If you are bored with greys, want a very different looking F-16 or just fancy some attractive markings on a desert camouflage scheme these may be the kits for you.

No current UK importer is carrying the Kinetic range, but these kits can be obtained from LuckyModels.com

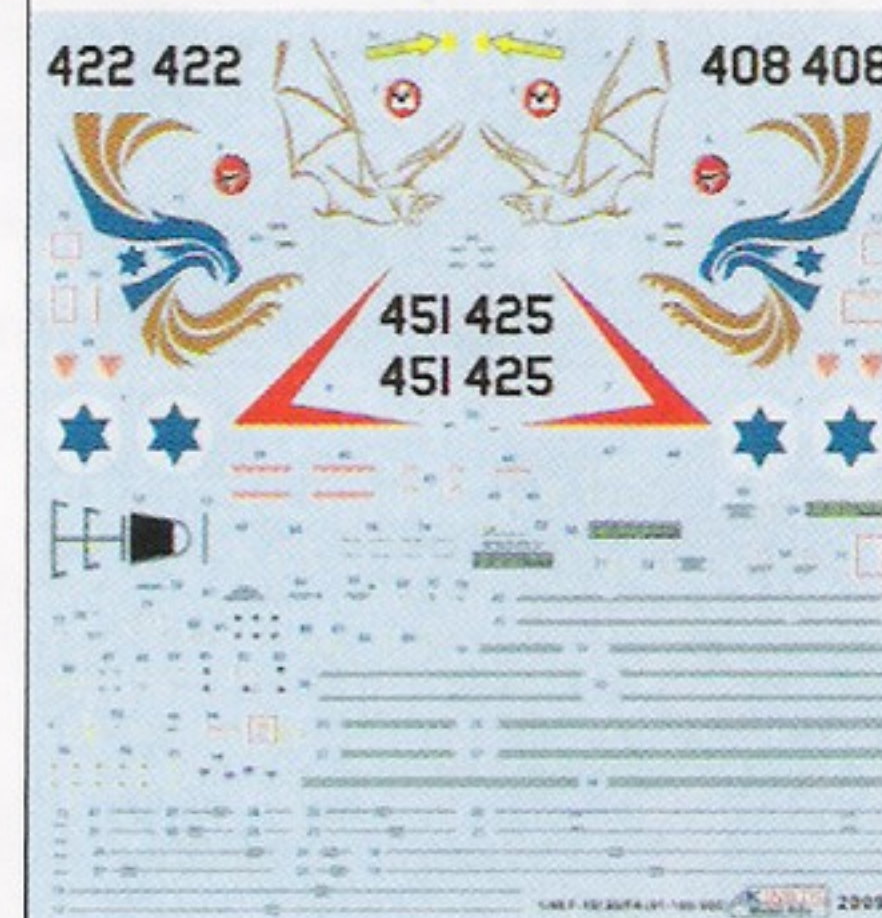
David Francis



TECHNICAL DATA

IDF F-16I Sufa

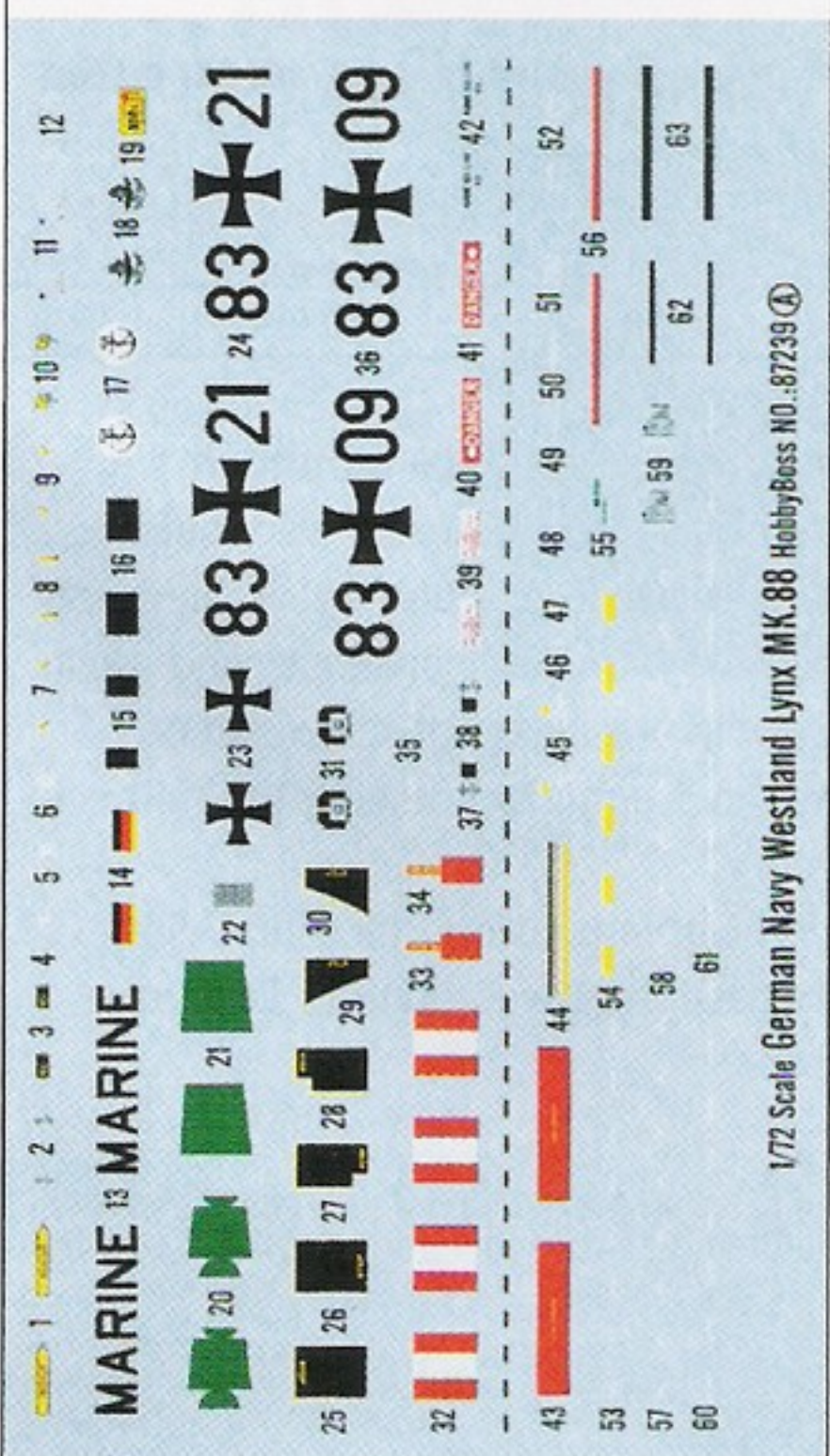
Scale: 1/48 Kit No: K48006
 Price: US\$39.99 Decal Options: 2
 Panel Lines: Recessed
 Status: Revised Issue
 Type: Injection Moulded Plastic
 Manufacturer: Kinetic
 Available from LuckyModel.com



TECHNICAL DATA

Westland Lynx Mk 88 German Navy

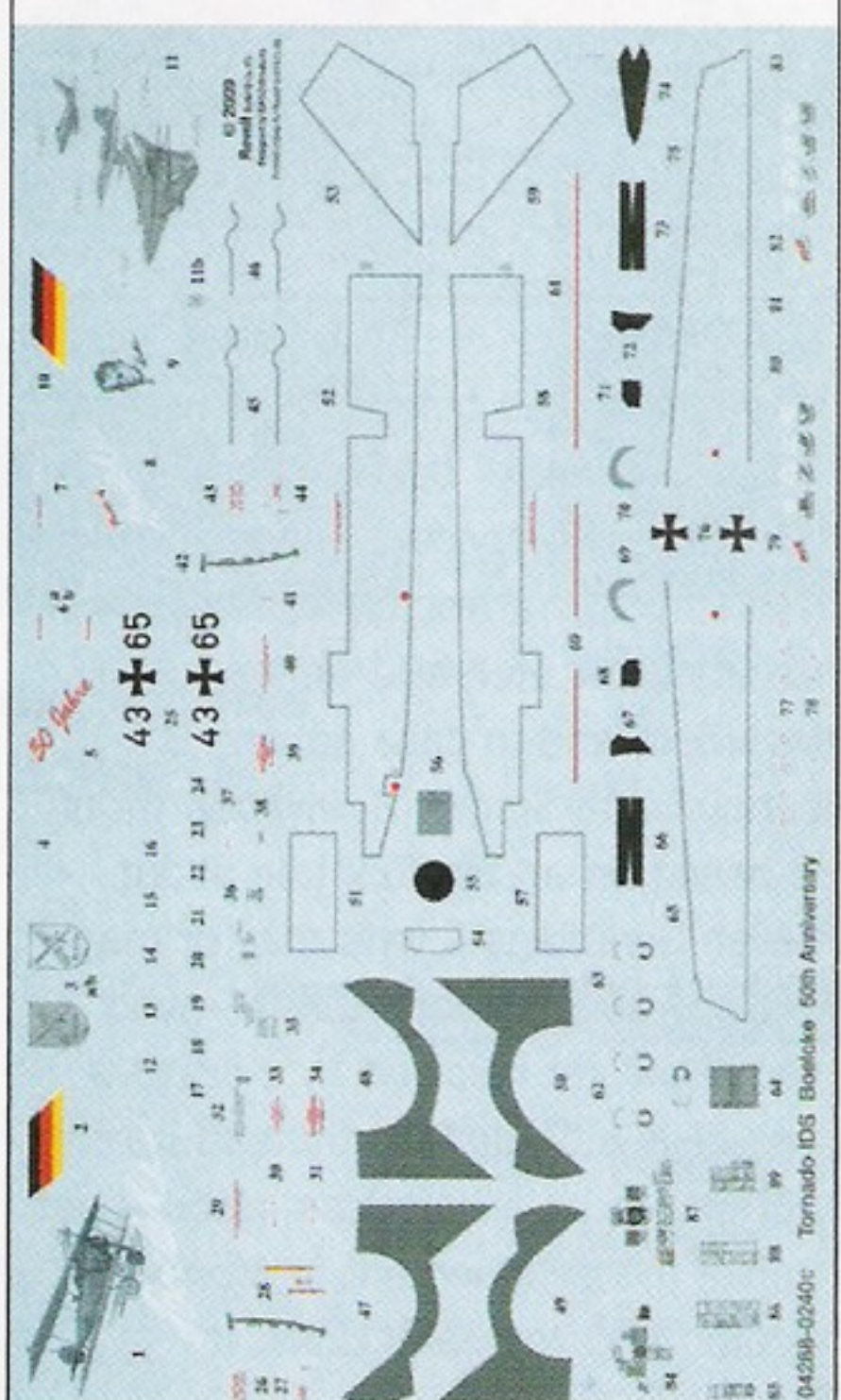
Scale: 1/72 Kit No: 87239
 Price: £10.99 Decal Options: 2
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 103, Clear 9
 Manufacturer: HobbyBoss
 UK Importer: Creative Model
 US Importer: Squadron



TECHNICAL DATA

Tornado

Scale: 1/72 Kit No: 04288
 Price: £9.89 Decal Options: 1
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 123, Clear 10
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

F-86F-30 Sabre Special Edition RCAF Golden Hawks

Scale: 1/48 Kit No: K3202
 Price: US\$26.99 Decal Options: 1
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded Plastic
 Parts: Plastic 98, Clear 12
 Manufacturer: Kinetic
 Available from LuckyModel.com



TECHNICAL DATA

F-16C/N Aggressor/Adversary

Scale: 1/48 Kit No: 61106
 Price: £48.99 Decal Options: 4
 Panel Lines: Recessed Status: Revised issue
 Type: Injection Moulded Plastic
 Parts: Plastic 216, Clear 27
 Manufacturer: Tamiya
 UK Importer: The Hobby Company
 US Importer: Tamiya USA

This latest issue of the excellent Tamiya kit includes parts needed to construct either the F-16C Block 30, Block 32, Block 42, or F-16N aircraft used by USAF Aggressor and USN Adversary squadrons. Two types of main landing gear, air intake, and engine nozzle are included, along with newly-tooled parts depicting ACMI pods, sensors on the intake, and an AN/ALQ-188 Jamming Pod. New parts are also included to depict F-16A wheels, which were present on F-16N and early F-16C Block 30 aircraft.





TECHNICAL DATA

Reggiane Re.2000 GA

Scale: 1/72 Kit No: 1272
 Price: £9.50 Decal Options: 1
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded Plastic
 Parts: Plastic 47, Clear 3 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: MRC



TECHNICAL DATA

Lockheed F-117A Nighthawk

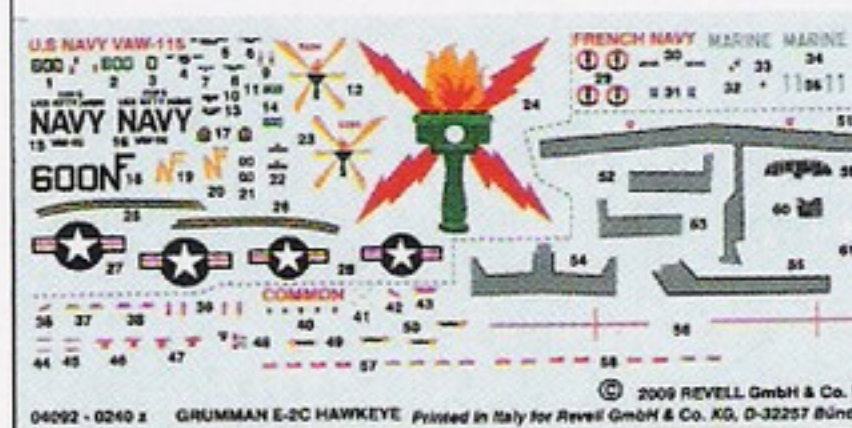
Scale: 1/48 Kit No: 04699
 Price: £16.99 Decal Options: 1
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 56, Clear 15
 Manufacturer: Revell AG UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

Grumman E-2C Hawkeye

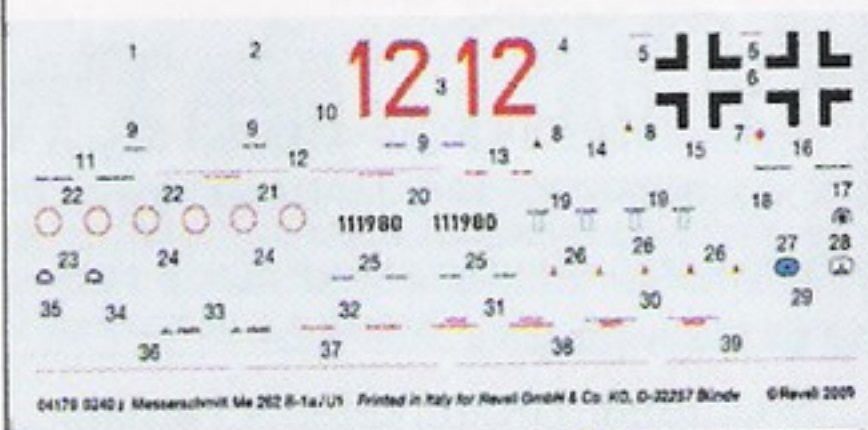
Scale: 1/144 Kit No: 04092
 Price: £8.50 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 44, Clear 2
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

Me 262B-1a/U1 Nightfighter

Scale: 1/72 Kit No: 04179
 Price: £4.99 Decal Options: 1
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 55, Clear 1
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

Auster AOP Mk III

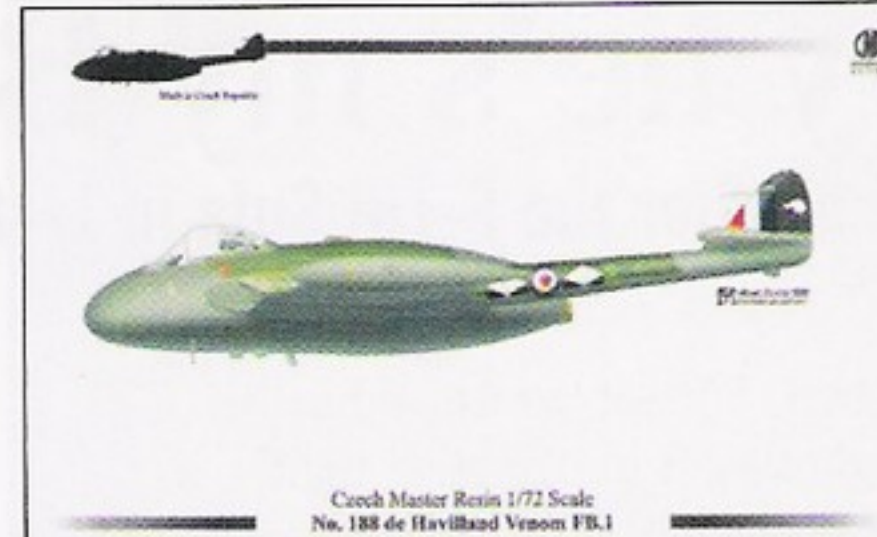
Scale: 1/72 Kit No: A27264
 Price: £13.50 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 40, Clear 1, Resin 4
 Manufacturer: AZ Models
 UK Importer: Hannants
 US Importer: Squadron



TECHNICAL DATA

Fokker D.VII Sieben Schwaben

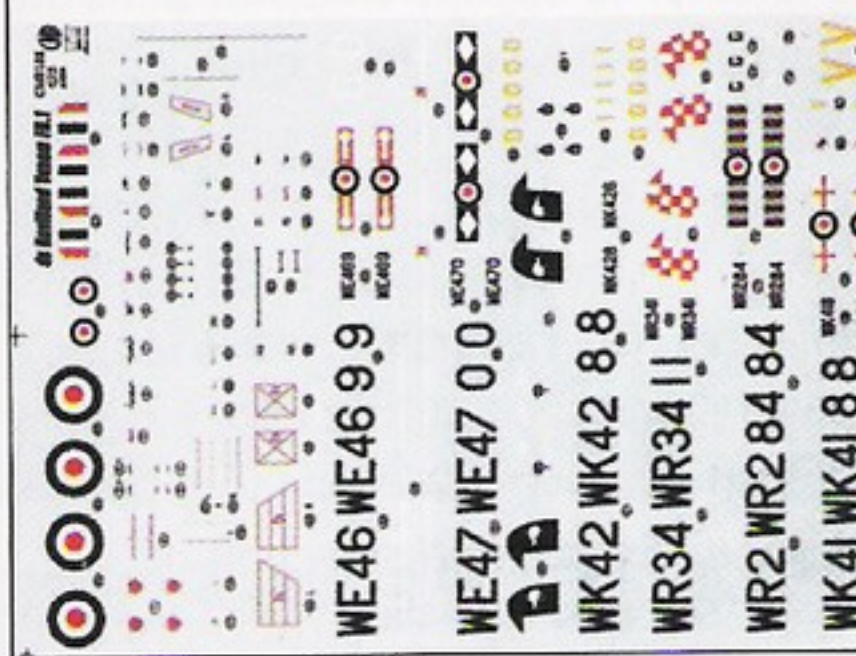
Scale: 1/48 Kit No: 1139
 Price: £27.25 Decal Options: 1
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 82, Etch 120 Manufacturer: Eduard
 UK Importer: Hannants US Importer: Squadron



TECHNICAL DATA

De Havilland Venom FB.1

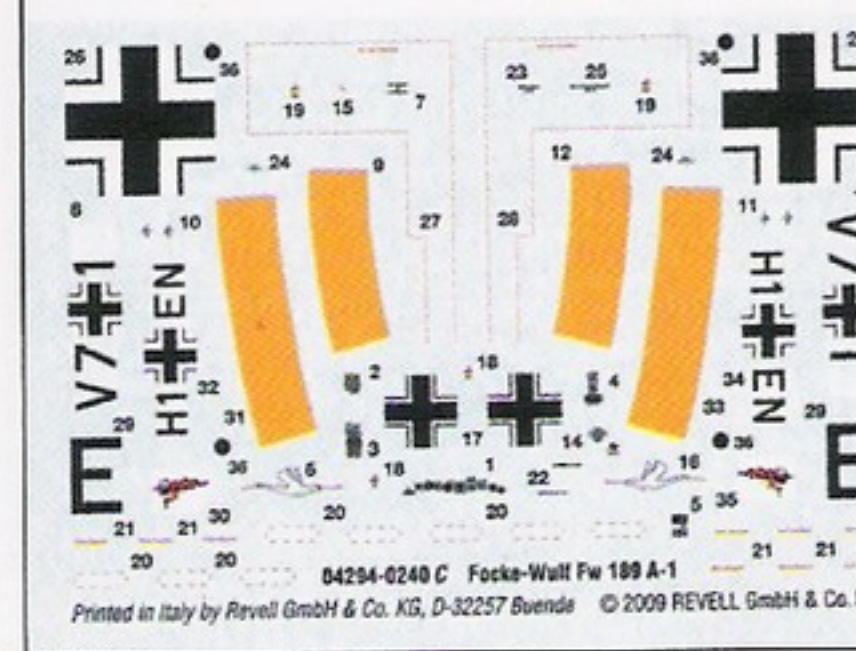
Scale: 1/72 Kit No: CMR188
 Price: £32.99 Decal Options: 6
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Resin 130, Vacform Clear 2, Etched 51
 Manufacturer: CMR
 UK Importer: Hannants
 US Importer: Squadron



TECHNICAL DATA

Focke Wulf Fw 189 A-1

Scale: 1/72 Kit No: 04294
 Price: £12.99 Decal Options: 2
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 88, Clear 4
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

Eurocopter EC 145 Demonstrator

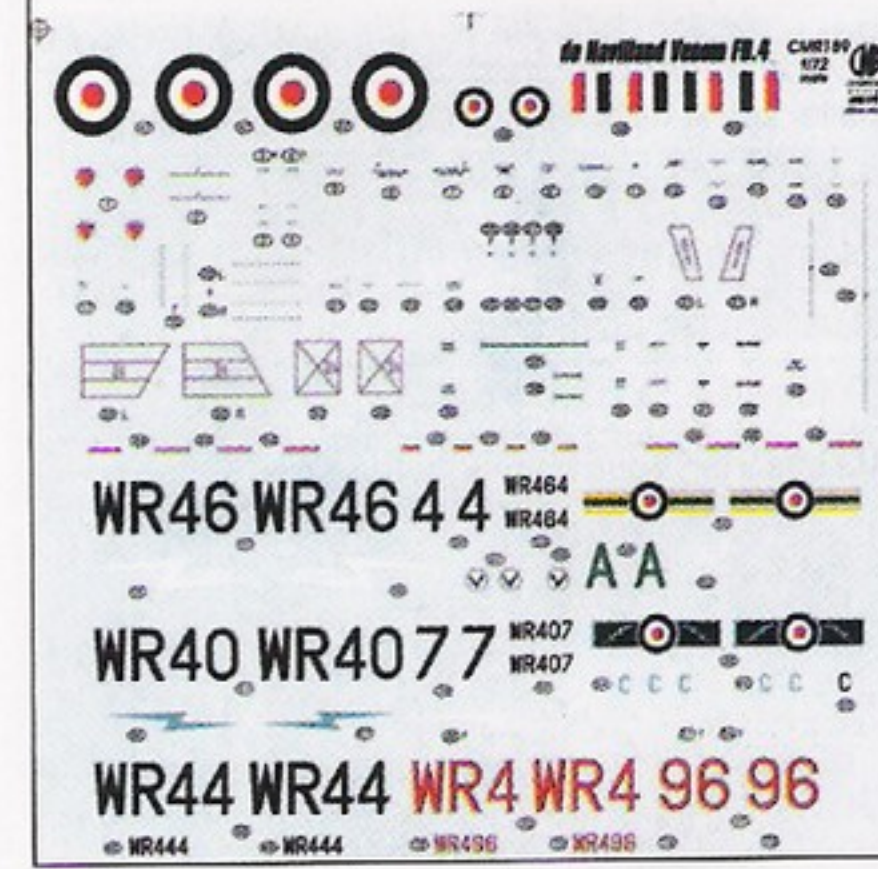
Scale: 1/72 Kit No: 04643
 Price: £8.50 Decal Options: 1
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 75, Clear 5
 Manufacturer: Revell AG
 UK Importer: Revell UK
 US Importer: Revell-Monogram



TECHNICAL DATA

De Havilland Venom FB.4

Scale: 1/72 Kit No: CMR189
 Price: £32.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Resin 130, Vacform Clear 2, Etched 51
 Manufacturer: CMR
 UK Importer: Hannants
 US Importer: Squadron



Another packed box of tricks with an impressive set of decal sheets, including two styles of lozenge, to make up this attractive scheme. The usual colour etch and masks are included, and in case anyone is curious, the *Sieben Schwaben* motif is based on an old folk tale about Seven Swabians – who may or may not have been village idiots – who somehow get involved in a dragon-and-cave situation. In the end it turns out just to be a harmless rabbit – not unlike the denouement in *Monty Python and the Holy Grail*. It

commands a similar stature in German folk culture as we would accord *Widdicombe Fair*, in as much as it is a load of nonsense, and most people are aware of its existence without actually knowing the full story.

Swabians aside, it's a first class release, and well done to Eduard as ever.



Reviews

D.H. Venom FB.4 Part 2 (D. Pennington special)

CLASSIC AIRFRAMES 1/48

BY JOHN BISSET

At first sight there appear to be four options with this kit. Actually there are five since a small additional set of no.8 Squadron markings is provided. This is a kit variant prompted by Internet discussion and contact. One of the marking options comes courtesy of Derek Pennington, an ex-RAF maintainer now living in Canada, who worked on Venoms in Singapore during 1957. It was that version which I first intended to build. Unfortunately the kit I received had been sent with tail booms for the earlier FB Mk 1 variant, rather than the FB.4. I debated doing a modification but settled on modelling another Tengah aircraft from the same period, an FB Mk 1 for no.14 Sqn. RNZAF.

Construction

Although the Venom and Vampire shared an essentially common fuselage, this kit does not use the mouldings of their earlier Vampire. As usual there are no locating pins and the main parts are moulded in fairly soft thick grey plastic. Detail work, including the cockpit area, ejection seat and a rear engine face is provided in resin, well moulded as ever.

The lessons with the Vampire kit have been learned, at least in part. The Venom's resin cockpit sections have been better thought through than in the Vampire. It was still necessary to thin the plastic cockpit sidewalls in order to



TECHNICAL DATA

Scale: 1/48	Kit No: 4142
Price: £29.99	Decal Options: 4
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 54, Clear 2, Resin 25	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

get a fit for the resin, likewise with the undercarriage locating point inserts. I felt these were an improvement on the complete resin undercarriage bay moulds provided in the earlier kit, although I struggled to get a good fit.

This kit comes with separate ailerons and instructions to cut away those already moulded into the wing upper surfaces. Bother. I realise as I write this that de Havilland extended the ailerons on later models of the Venom so perhaps my fitting of these extended pieces on a Mk 1 is a mistake. Must check my references. I think some later Mk 1s received extended ailerons, and in my defence, it wasn't until after this point that I realised the wrong tailbooms were provided. Had I noticed the booms earlier, I'm sure the manufacturer would have remedied the



discrepancy. Classic Airframes have a fine reputation for customer service.

Fitting the new ailerons was easy, although accurately cutting away the old was fraught. It's easy to cut away too far, or do other damage, and I had to restore a fragile wingtip section afterwards.

The rest of the build was straightforward, although I had my usual struggle to get all the parts of booms and tail to line up into a believable shape. For this I should have used a jig. Attaching the prominent wing fences also caused me more trouble than it should have, but a gentle clean up with a fine saw blade improved the fit.

It is nice to see ordnance and underwing tanks provided, since the Venom's strength was as a ground attack aircraft. Unusually, the rockets on the type were stored underwing inboard of the undercarriage. This looked an awkward arrangement to me. The rocket bodies seemed a little thin and the heads a shade small, but I'm

no armaments expert. In the end I didn't use them, since I had great difficulty getting the resin tail fins to attach properly to the plastic bodies and square up. I should have used thicker gap-filling CA glue.

Colour Options

The colour scheme for FEAF Venoms was the RAF standard of the day, grey green upper surfaces over PRU blue undersides. I couldn't find anything suitable in my Humbrol stocks, so a pot of Xtracolor PRU Blue was brought into use. I haven't used this range much before. It turned out to have excellent coverage and was easy to use by brush, so some of the pots tucked away for contingency are going to be brought into use now.

I made squadron markings from some very old stock HisAirdec decal strip, overpainted with white diamonds. The rudders on the machine I was modelling were finished in red and white checks, and by chance I had some red checks of exactly the right size left over from another review of a pair of Pitts specials. My fellow reviewer didn't use her checks, so I cannibalised them for this build. The serials supplied with the kit were easy to reshuffle to represent this aircraft - occasionally things just work out right. Some suitable yellow code letters came out of my spares box to complete the picture.

Conclusion

Overall I'm pleased with the end result although I had much more trouble with the kit than I should have. The merits and drawbacks of Classic Airframes' kits are often debated amongst modellers, but generally I find the slightly offbeat end results worthwhile. Classic Airframes model machines other manufacturers have ignored. Well done and thanks for that Mr Bringuer.

● SAMI



Morane Saulnier Type N in RFC Service

SPECIAL HOBBY **1/32**
BY COLIN PICKETT

Special Hobby's Morane Saulnier Type N was first introduced in 2006 and has now been rebboxed to give us the RFC version of this attractive WWI monoplane. Opening the new-style box gives you access to the gently textured soft plastic parts and bag of creamy resin along with a sprue of etched brass bits for the fine details.

Construction

Things kick off with the cockpit and assembling the framing, which I painted in component form before starting with the glue. It's worth spending a little time checking the alignment of things as this fragile sub-assembly has to be squeezed into the fuselage. I didn't and ended up having to disassemble and fettle the parts to make it all happen. Before sticking things into the fuselage halves I spent some time removing the injection towers as a couple would have been visible through the open cockpit aperture. Finally gluing the fuselage halves together provided a little fun as the alignment is a bit out so masking tape and clamps were employed to give a decent fit. The rear edges of the cockpit are given in either etch or plastic. I chose the plastic version as the PE ones looked wrong to my eye – it's all down to personal choice.

The next stage in construction is the installation of the excellent one-piece wings, however it was here I fell foul of alignment issues again – the plastic pegs were in the wrong place to fit in the holes in the fuselage, so with a firm hand they were sliced off and holes were drilled and fuse wire dowels fitted in the correct location to line things up properly. Disaster really struck when it came to removing the tailplanes from the sprue as the fine plastic cylinder joining the two sides broke in two places. In the end this was replaced with a length of aluminum tubing to give it the right size and strength. I decided to divide the rudder into its component halves as per the prototype to make painting a little easier.

At this point it was time to start squirting some paint at the airframe so the airbrush was loaded with my own mix of beige/tan to give a doped linen finish. This was applied in thin coats over a medium grey undercoat, some areas being left deliberately thin to give a bit of variation and depth.

Some have said that the engine as supplied is incorrect for the aircraft, however I worked on the basis that very little would be seen behind the huge cone of a spinner attached to the front so I could live with it – it certainly looks the part. It was then onto the assembly of the undercart and skid before



TECHNICAL DATA

Scale: 1/32	Kit No: 32017
Price: £26.60	Decal Options: 3
Panel Lines: Recessed	Status: Revised issue
Type: Injection Moulded Plastic	
Parts: Plastic 52, Etched 17, Resin 9, Clear 1	
Manufacturer: Special Hobby	
UK Importer: Hannants	
US Importer: Squadron	

commencing what has to be the most enjoyable part of modelling for me – weathering.

I'd already started the weathering process with patchy application of the linen finish, and this was further enhanced by airbrushing a much diluted coat of Tamiya smoke onto the rib detail to give a depth to it. The cowl and other red painted areas were coated with Tamiya smoke as well to reduce the brightness and a dusting of medium grey softened things a little. I like to use the Tamiya weathering powders as these can be smudged in selective areas to give exhaust stains and dirty marks (especially as my wife has banned me from using her eye make-up for modelling – the principle is the same).

The propeller is really the only bit of wood visible in this kit, the grainy finish being achieved by dry-brushing various browns over a beige basecoat before a couple of coats of Tamiya smoke paint.

Using my normal cheat of handmade eyelets drilled and fixed in strategic locations rigging has become much less of a chore/challenge as it really is just a case of threading several needles in the right order. I used Aeroclub Lycra thread as it has a bit of give in it even when at full tension, meaning you can catch it with a misplaced finger and not snap the



stuff. A cocktail stick application of superglue holds the ends in place as well as stopping any knots from slipping. The kit comes with a set of turnbuckles to add to the top of the rigging tower, however I really struggled to thread these so I opted to stick them directly to the rigging itself in the correct position. Once the rigging is coated with a thinned brush full of black enamel it's pretty convincing.

The figure is from that excellent cornerstone of modelling Alleycat (in-house brand of A2Zee go to www.a2zeemodels.co.uk) and gives a bit of proportion to the aircraft – I'm no figure expert but I found it a joy to paint and it adds a bit of interest to proceedings.

Colour Options

The kit comes with three marking choices which really only differ in serial number and fine detail. I chose the aircraft from the box art as I liked the challenge of reproducing the obvious oil stain down the starboard side. A couple of coats of Klear/Future (delete depending on which side of the Atlantic you are) were applied to give a good

surface to apply the decals to. These settled down without a problem, though I did omit the rudder markings and masked the red, white and blue stripes instead as this works better for me. The tail surfaces are quoted as being either dark doped canvas or blue on the version I chose. I decided to go with aesthetics and opted for blue, the same colour as the markings, working on the basis that a combat unit would not have access to a wide range of colours. This logic also dictated the colour I used for the cowl, finishing it the same red as that on the rudder.

Whilst on the subject of the cowl it is worth noting that the large MS logo shown on the painting diagrams is missing from the kit, a real shame as this is a defining feature for me and not something I felt I could really do justice to with my meagre scratchbuilding skills.

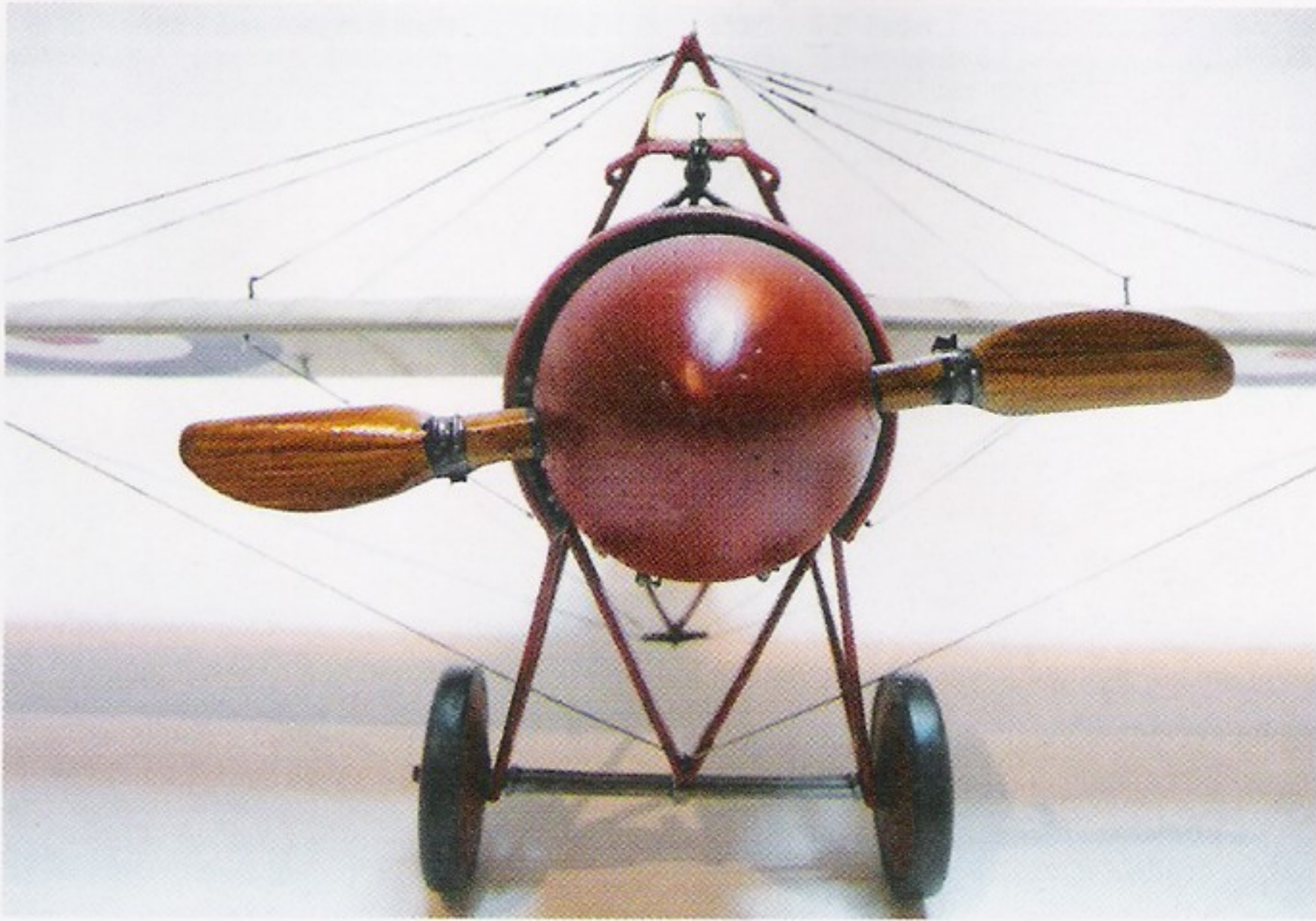
With the painting completed a coat of Klear/Future was given to the whole airframe before three thinned coats of Xtracrylix matt varnish to dull things down to a suitable finish.

Conclusion

No doubt about it, this kit is a challenge, however looking at the completed model I feel a great sense of achievement in completing it. The only sad thing for me is that missing MS badge on the cowl which is a prominent feature of the real thing. A search of the usual suspects (Eduard and Part) failed to come up with a photo-etched set to provide the missing bits though I'm sure a better modeller than me would muster up a suitable effort.

Though not one for the novice, this kit builds into a suitable replica of this very important historic aircraft and one of which I'm quite proud. Good value for money as well as a fine model..

● SAMI



Airock Team Pitts S2A

PLATZ

1/72

BY JOHN BISSET &
TONI HAUSLER

Since there were two kits inside the box, we decided that having two different reviewers might be fun.

Toni

I must say I wasn't quite prepared for just how small this kit really was. The little packet of sprues looked like something you'd find free in a packet of cereal, so no wonder the box contained two sets.

The instructions are entirely in Japanese, which isn't a problem as the diagrams are clear and you don't really need to look at them anyway. After a negligible amount of cleaning up, the kit went together in seconds, starting with the cockpit, which contains a seat and a tiny control stick. The instrument panel is formed when you glue the fuselage halves together, though it is quite difficult to see.



When it came to assembling the wings, the struts were surprisingly well-behaved, though slightly fiddly due to their size. No trimming was needed and the top wing sat quite happily on top without any support as the glue set. The undercarriage was similarly easy, with the wheels and spats moulded together – at that size, I wasn't expecting anything else.

There is an inevitable loss of detail at this scale, such as the exhaust pipes and the struts on the undercarriage legs, though this hardly matters. If you're feeling obsessive you can always use bits of wire to represent these, but I personally did not feel brave enough to attempt to rig any flying wires. You get a choice of an open-cockpit windscreen or a canopy, both of which would be extremely thick if scaled up, though they are nice and clear.

Colour Options

If you intend modelling one of the kit schemes, a Pitts from the aerobatic team Airock, this is where it gets confusing. Airock use S-2Bs with a full canopy covering both seats, and a



TECHNICAL DATA

Scale: 1/72	Kit No: AB-9
Price: €9.63	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 25, Clear 1 x 2	
Manufacturer: Platz	
Available from HobbyLink Japan	

three-blade prop. The kit is also an S-2B, and though the front cockpit is faired over, you could – if you really wanted – cut the cover out to give two cockpits, though this wouldn't solve the problem of what to do about the canopy, which still only covers one. Not to mention scratchbuilding another seat, stick and a three-blade prop to go with the whole ensemble.

As I had decided to apply a customised scheme for this build, the whole accuracy issue was not my problem.

Conclusion

Despite all that, I was really charmed by this tiny kit. It's a delightfully quick build and a refreshing break from all those warbirds on the shelf. If you're not too interested in Airock I would highly



recommend it just for fun, and especially for trying out different paint schemes. You even get two for your money. Now if only I could afford a full-sized Pitts kit...

John

I drew the short straw on this build because I said I'd do the aircraft in the scheme shown on the box. Since the team uses a two-seater variant, I started by cutting out the position for the forward seat using the engraved lines as guides and built in a simple floor and front bulkhead. A seat was arranged from two small sections of plastic sheet, the back part being gently curved. The fuselage section, which covers the rear instrument panel, should be left in place, as in the real thing. I had to cut and refit that after my crude surgery.

The Pitts two-seaters I've flown in have generally been quite Spartan in the front, since solo flying is done from the rear seat, as in many biplanes and some aerobatic aircraft. The seats are usually low set and minimal, as is the instrumentation, for which I again used some scrap plastic sheet with a few round painted blobs to represent dials.

Forming a canopy was the challenge. It's many years since I last plunge-formed canopies. I made up a former in thermosetting epoxy plastic on a short rod. I also made a matching shaped hole in a scrap piece of wood. Then it was onto trial and error, heating up small pieces of clear plastic over the stove before trying to force the former

into place. After much bad language I finally had two usable vacform style canopies. Typically the first one was then destroyed while trying to cut it to shape.

Colour Options

I painted the whole airframe gloss white, to get a good base for the decals. These are finely made but totally resistant to all my decal softening and settings solutions. Since they were very slightly oversize, this meant that some fraying later occurred at the edges of surfaces, although I needed to touch up some areas anyway, as well as the red nose on which the decals provided did not fit at all. The fuselage top decals also needed to be cut and trimmed to allow for the canopy change. The overall effect was good, the decals being well detailed. It's a rather fussy scheme, though one which has been seen on a number of aircraft.

Conclusion

Real Pitts experts will have immediately spotted my cheat. I have left the kit's two-bladed prop, since I could not find a suitable three-blade replacement in my spares box and I doubted my ability to scratch build at that size. The one I did find Toni said looked more appropriate for a Dakota!

I liked this little kit, even with the challenge of the conversion. I'm not sure where it can be obtained outside Japan, but if you get a chance, don't hesitate..

● SAMI



SAAB 340B Tp100A

BROPLAN

1/72

BY ANDY MCCABE

The SAAB 340 is a Swedish built machine designed and built originally in partnership with Fairchild Aircraft, however when Fairchild ceased manufacturing parts for the type the entire production was moved to Sweden. Originally designated as the SF340, the aircraft first flew on 25 January 1983 but when Fairchild withdrew manufacturing in 1985, after approximately 40 airframes were built, SAAB continued production under the designation 340A. In 1989 an improved version, the 340B, was introduced with more powerful engines and wider horizontal stabilizers.

The kit consists of four vacform sheets that contain thirty-seven parts, two injection moulded sprues and three clear pieces. Also included are a decal sheet and an A4 page of instructions. Panel lines are recessed, very shallow in some places, and the surface detail is good with nice crisp edges to the vacform parts which makes cutting them from the sheet much easier.

The decal sheet contains markings for two aircraft of the Swedish Air Force, and is quite nicely printed, though it does need a coat of clear lacquer before use. The instructions are printed on two sides of an A4 sheet with plan and side-view drawings for painting and decalling on one page and an exploded assembly view and parts layout on the other.

Construction

Work begins by separating the parts from their sheets then sanding them back to obtain clean mating edges. Internal detail is provided, consisting of a cockpit floor, seats, control yokes, instrument panel and coaming, side consoles, rear bulkhead, cabin floor and aft bulkhead. There is very little detail on these but as nothing will be seen when the model is finished only the basic details were painted. Two of



TECHNICAL DATA

Scale: 1/72	Kit No: MS-118
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Vacform	
Parts: Vacform Plastic 32, Vacform Clear 2, Plastic 56	
Manufacturer: Broplan	UK Importer: Aeroclub

the three clear parts are cabin windows, and these were not used as



was virtually invisible so the windows on the fuselage were used as patterns for the masking tape. There are two rectangular 'observation' windows, also in vacform plastic, that need to be fitted into holes cut into the fuselage. The dimensions shown on the plans for

windows into the decals.

The fuselage is made up from four separate sections, which when glued together needed virtually no filler at all to hide the seams. The tail, horizontal stabilisers and wings are all made up from two parts each, and the wings and horizontal stabilizers have spars that pass through the fuselage to ensure the angles are correct, which also makes for a very strong assembly all round.

The engine pods are made up from two parts, which slide into position on each wing via slots cut into them. The positions for these slots are clearly marked so no mistake can be made, and this simple but very effective method means that the wing stays solid throughout its span.

Colour Options

The model was sprayed with Halfords Acrylic Plastic Primer, then a coat of Humbrol 127 Ghost Grey was applied to the lower surfaces, with Tamiya XF53 Neutral Grey for the uppers. A couple of coats of Johnsons Klear were sprayed on to seal the paintwork, onto which the decals were applied.

The Swedish Air Force Insignia require white backing discs and as these are not supplied they were cut from spare decal sheet I had lying around. Another couple of coats of Klear were then sprayed on and a dark Pro-Modeller wash was applied. The kit does not have very deep panel lines so this was not hugely successful. Re-scribing would enable a decent result.

Two decal options are supplied, both for the Swedish Air Force, with the aircraft painted two-tone grey, Neutral FS 36173 on the upper, and Light FS36373 on the lower surfaces.

Conclusion

This is one of the better vacform kits currently on the market. Broplan have produced a series of variants of the SAAB 340B in Swedish Air Force markings all of which are based on the same basic kit. When finished it is quite a large model of the SAAB 340B Plus and I am very pleased with the end result. It is a nice model to make and worth the effort needed to cut and sand the parts before assembly.

● SAMI



the apertures would be filled with Micro Kristal Klear later on.

The vacform canopy was carefully cut from its sheet, and as only one is provided care has to be taken. The detail on this for the cockpit windows

these, if followed, put them too far forward and will interfere with the doors. These clear parts are not sharply moulded and will not lie flush in the fuselage halves, so I removed them, filled the holes in and incorporated the



Avro 720 Mixed Power Interceptor

SILVER CLOUD

1/72

BY ANDY MCCABE

The Avro 720 Mixed Power Interceptor was the result of a requirement identified by the UK Government for an aircraft capable of responding to an anticipated threat from Western Europe. The Draft Specification was issued under F.124T, which covered a rocket fighter capable of meeting Operational Requirement (OR) 301. The design was tendered to Bristol, Blackburn, Fairey, A.V. Roe, Westland and subsequently Saunders Roe. In 1952 A.V. Roe was issued with a contract for a developmental test airframe to the specification F.137D for its design, the Avro 720. Two airframes were partially completed before the project was scrapped, therefore this aircraft never made it into the air - unlike the Saunders Roe SR.53 which did actually fly.

The Silver Cloud kit of the Avro 720 is supplied in a nice stout lift up lid box, inside which are twenty-five cream coloured resin parts, three clear resin, three white metal parts, one decal sheet and one set of instructions. The resin parts are crisply cast with exquisite recessed detail, and this kit oozes quality right from the start and looks as though it will be a good build.

Construction

As there are no step-by-step assembly instructions the obvious first stage is the cockpit, and here you get a beautifully detailed resin seat, cockpit tub, instrument panel and joystick. The sidewalls in each half of the fuselage also have raised detail, so when painted and assembled the end result is very pleasing.

With the cockpit tub assembled into one of the fuselage halves the two can be joined together, and the solid wings and tail slot very positively into place. The tail cone/exhaust is another very tight fit that required no filler afterwards, just a slight smear of glue.

The lower air intake and rocket exhaust are very finely cast items that simply fit onto the end of the fairing that runs along the underside of the fuselage, and the last resin part to fit was the nose probe. This is a very delicate item and presumably it is for this reason that Silver Cloud provide two of them in the kit.

The forward cockpit canopy was dipped in Klear and then masked before gluing into place; the canopy does not sit quite flush with the fuselage in the closed position so the open tub was masked/covered before a coat of primer was applied.

Colour Options

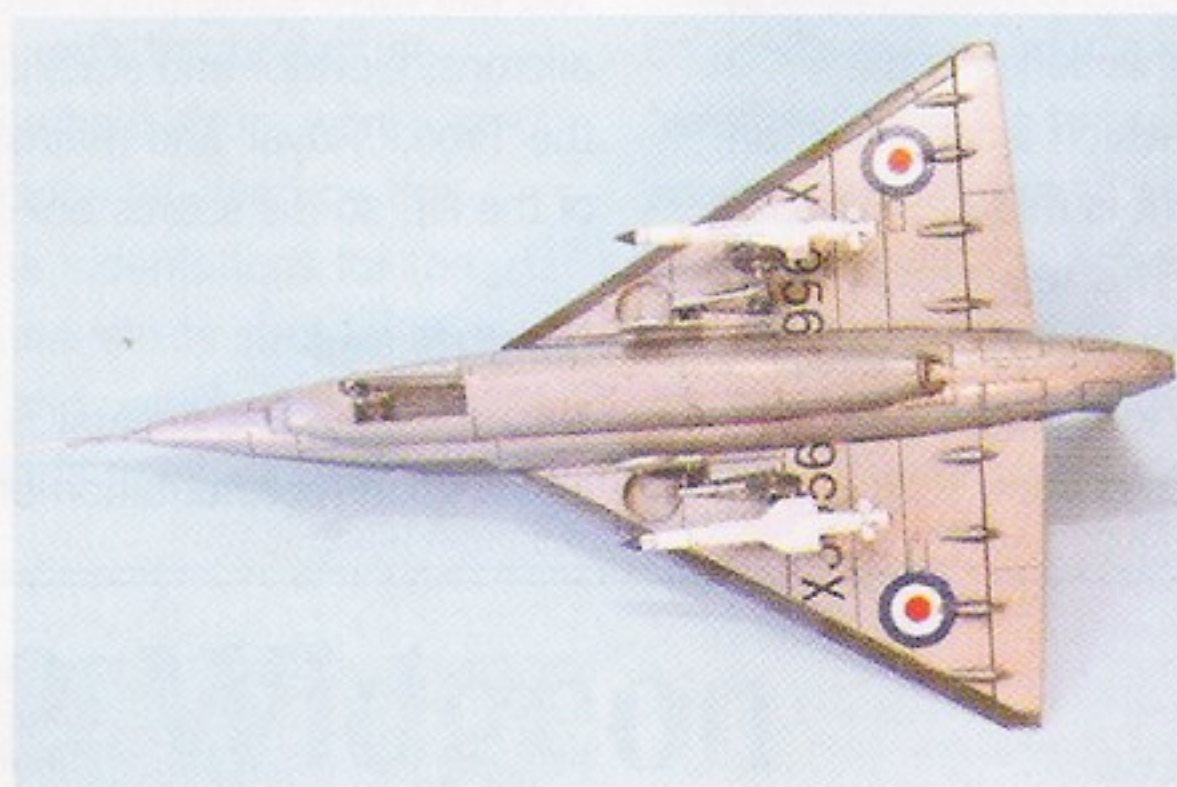
The upper surfaces were sprayed with Vallejo Model Air 048 Dark Sea Grey and 016 US Dark Green with the under surfaces finished in Alclad Duralumin. A couple of coats of Johnsons Klear were then applied ready for the decals. There are five options on the decal sheet, one is for the Avro 720 prototype XD696, which would have had an overall finish of Natural Metal, the other

SILVER CLOUD

SCK7201 Avro 720 Mixed Power Interceptor
(1/72nd complete resin kit)

TECHNICAL DATA

Scale: 1/72	Kit No: SCK7201
Price: £29.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 23, Clear resin 1
Manufacturer: Silver Cloud	UK Importer: Freightdog Models



four are for camouflaged aircraft from RAF and RAux AF units during the 1960s. The serial number is the same for all of these aircraft, XJ956. Apologies for not being able to decipher the text for the actual squadrons on the instructions sheet, as it is far too small for my eyes to make out.

A choice was made and the decals applied then another coat of Klear was applied, and a wash of Pro-Modeller Dark Dirt, before a final clear gloss coat finished the job.

The missile pylons, undercarriage and undercarriage bay doors were fitted, which only left the lovely Firestreak Missiles to paint and fit.

Conclusion

This was an absolute joy to make and beautifully produced as well. I do not normally do 'what if' colour schemes as I like to depict the aircraft as it would have appeared when it was either in service or on test, however there were two factors that changed my thinking. The first was that this aircraft never made it to the complete airframe stage and the other was the Firestreak missiles supplied with the kit. It would have been criminal not to use them as they are so very nicely moulded.

A thoroughly enjoyable build and one of those that once started is not easy to put down. Construction is very straightforward and not a single problem was encountered. I like this type of kit both for the subject matter and contents, and this one satisfies on both counts very nicely, thank you.

● SAMI



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Junkers Ju 88 A-1

04728

1:32 Scale/Year 1940

This four-seater bomber was produced throughout the Second World War. Its speed and excellent maneuverability made the Ju 88 one of the most important aircraft of the German Airforce.

C-17 Globemaster III

04044

1:144 Scale/Year 1992

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04555

1:48 Scale/Year 1941

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Fokker Dr.I

EDUARD

1/48

BY GORDON SCOTT



1/48 scale Fokker Dr.I

TECHNICAL DATA

Scale: 1/48	Kit No: 1137
Price: £12.80	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 69	Manufacturer: Eduard
UK Importer: Hannants/LSA	
US Importer: Squadron	

The kit arrives in Eduard's now standard weekend edition cardboard box with removable lid, with profiles depicting the single marking option printed on the sides. First impressions count and on opening the box you feel that your money has been well spent. Inside there are three tan coloured sprues packed in a clear plastic envelope. The decal sheet offers a single scheme, including instrument dials and propeller manufacturer's markings - there is no etched brass or masking sheet remember, as this is the weekend edition. The only gripe I have with this series is the instruction sheet, which is smaller than normal and the font is minute, especially the colour codes. This required a magnifying glass to read, so please Eduard, make the font larger!

The three sprues contain a lot of parts



for such a small aircraft and you could be forgiven for thinking that this kit has been over engineered, but that is not the case. You will have some parts left - prop, ailerons, elevator and stabiliser, to cater for the 'Profi,' 'Royal' and mainstream editions of the kit, so the spares box benefits.

Construction

Unsurprisingly the cockpit is built first, and a good representation of the internal

framework is included along with ammo box and oil tank. All the parts are incredibly fine with very small attachment areas, and I used superglue thinking it would do the job but still got caught out. You MUST make sure that everything is securely fixed because believe me it's a nightmare having to relocate and glue the oil and ammunition tanks when they come loose whilst fixing the machine guns and their ejection cases!

Fleet 16 Finch

AZUR-FRROM

1/72

BY DAVE HOOPER

The flimsy side-opening box reveals two sprues of plastic parts and a small bag of resin bits. Anybody at all familiar with any of MPM's off-shoot labels will recognise the style instantly. The plastic parts are clean and well moulded, but have the heavy appearance typical of limited-run products, while the plastic itself is a little on the soft side but generally workable. The resin parts mainly cover the engine and while they look nice, they are certainly not spectacular and one wonders why they couldn't have been injection moulded with very little loss in quality. A set of clear vacform transparencies is also supplied. The instructions are easy to follow and well laid out in a familiar step-by-step manner, although a few of the positionings are a little vague.

Construction

As ever the first step was the cockpit, which is very basic consisting of a floor, two seats, two resin control columns and two instrument panels. These parts went together easily enough as directed, but once I fitted the components into the fuselage I found



TECHNICAL DATA

Scale: 1/72	Kit No: FR003
Price: £14.99	Decal Options: 3
Panel Lines: Recessed	
Type: Injection Moulded Plastic	
Parts: Plastic 34, Resin 11, Vacform Clear 2	
Manufacturer: Azur-Frrom	
UK Importer: Hannants	
US Importer: Squadron MMD	

the control columns were difficult to position in front of the instrument panel without the seats being too far back. The fuselage halves went together well and I was particularly impressed with the fit of the lower wing, making the early part of the build very simple.

Unusually for this type of kit only one vacform canopy was supplied and this had become slightly squashed in the box. I repaired the damage as best as I could and took extra care when removing the part from its surroundings. Luckily the canopy fitted



without any modification. I had less luck with the struts. The aft section of each inverted N-shaped cabane strut was too short, to the point where the canopy was obstructing fit to the wing. I elected to replace the back strut with a pair of items from my spares box but I should perhaps have replaced all the cabane struts in hindsight, lengthening them all very slightly in the process.

The worse was yet to come. The interplane struts, were at least 2mm shorter than they needed to be to fit. These I replaced with brass Strutz.

The remainder of the build was pretty uneventful, at least up to the point where I was just about to fit the propeller and I had a clumsy moment. Crash! Oops!

Colour options

Three interesting and different colour options are provided within the kit itself. You have, of course, a RCAF option in standard trainer yellow, but you also have a colourful Chinese Fleet 11 in blue and yellow, plus a light grey

Portuguese Fleet 16. The decals, printed by Aviprint, are superb and easily the best part of the kit for me. They are well printed with perfect register and an absolute dream to use. The only slight issue is that the white areas are slightly translucent, which may be a problem on the blue Chinese option.

Conclusion

This could have been a super little kit, but is rather let down by the poorly thought out struts. While I don't expect absolute perfection from a limited run it would be nice to be supplied with struts that could at least be modified to fit. As it is it's pointless including these parts. Luckily for Azur the type of modeller that is going to buy and build this kit is unlikely to be put off by a few undersized struts. The rest of the kit is excellent, although a little on the basic side, and would definitely benefit from the addition of some extra detail, especially to the engine.

● SAMI



The floor benefits from a reduction in width, not much, but left alone it's enough for the filler tube to emerge when the fuselage halves are brought together, and I had a problem getting the seat mounting frame/bulkhead to stay put. I removed the lower end of the side frame and that helped but the frame/bulkhead had to be supported behind with a blob of Blu-Tack, then fixed into place with superglue and accelerator a number of times. Each time I attached the seat to the framework it broke away from the body (which is a pain when you've already glued the fuselage together). I installed a spare seat harness to complete the effect. It's a shame the cockpit is so small as much is unseen when complete.

Moving onto the wings I installed the central span first and found that a small amount of shaving underneath the top decking was required for a filler-free join to the fuselage. Then the painting began.



I painted the fuselage with the central wing, stabiliser and rudder in place and whilst the paint was curing painted the other wings, struts and undercarriage, prop and cowling. Once dry I jiggled the outer struts into place and test fitted the lower wing, which revealed that the wing root required a small amount of cleaning up to get the spar cover in place and flush with the underside.

Cabane and wheel struts were superglued in place followed by the upper wing. The indentations for the cabane and wheel struts locations are quite faint and vanished under a coat of paint, (drill them out before

painting) but the main strut locations for the wings are very precise and it's hard to go wrong.

Colour Options

One scheme is provided, Fokker Dr.I 545/17, flown by Leutnant Hans Weiss. The whole aircraft was treated to a blast of Klear followed by the transfers, which went on without a problem. A coat of semi-gloss varnish and a bit of weathering completed the job.

Conclusion

Time to take stock. This issue is the same sort of basic kit produced by all the major manufacturers - all plastic, limited marking options and more or less complete in its own way. Is it a true 'weekend' kit? It is rumoured that there are people who can sit and model to their heart's content. I'm not one of them. Life and all it brings gets in the way - after all, work is the curse of the modelling classes! There's also the question of 'How

far you want to go with the basic parts provided?' So the answer to the questions is 'Yer but no but yer but, or, it can be if you want it to be.'

I prefer all the extra bits removed from these issues, however not having the extras doesn't detract much from the finished kit, so if you're an out of the box builder this will keep you more than happy. It's half the price of some other manufacturers' kits and you definitely get what you pay for. Another well-done Eduard!

● SAMI



Grumman J4F-1/2 Widgeon

CLASSIC AIRFRAMES 1/48

BY PAUL JANICKI

Sometime ago, the Grumman Goose was kitted by Signifer, and I missed out on the kit. Now, however, Classic Airframes have produced the sibling to the Goose, the Widgeon - or Gosling as named by the FAA - much to my delight, and I am happy to say the kit is quite desirable. All the regular surface detailing is well produced as well as the appropriate interior with resin seats. Resin is also used for the wheels, engine fronts and wheel bays.

The windshield that incorporates the forward fuselage roof and other clear parts are fine but some may wish to add a bit more clarity to them.

Construction

Naturally, the interior is the starting point, with the modeller opting for



TECHNICAL DATA

Scale: 1/48	Kit No: 4132
Price: £31.81	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 89, Resin 18, Clear 11	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

whatever seating arrangement is wanted and then decorating to suit, although not a lot can be seen unless the entry door is opened up. I read in another title that the floor part was too wide, but this was not the case here and all fitted very well.

The build continues with the wing



assembly and engines. Mould ejection pins are dotted about on the inner surfaces and will need to be removed carefully during construction. An optional lower forward fuselage/hull planing bottom is provided so care is needed ensuring the right one is used, not that I could see much difference between them.

The distinctive windshield transparencies are made as two parts so care will be needed with joining these as well as fitting them to the fuselage. The fit is OK but a little blending is necessary by the wing roots.

Final stages deal with the undercarriage and wingtip floats. Some guidance is indicated for the rigging of the latter and with this and the measurements provided, I drilled holes where needed and after trying stretched sprue and other media, I resorted to strands of very fine electrical wire to complete this.

Two types of pitot heads are supplied but no indication as to the position of either is shown on the instructions, so I used the internet for some images to help me.

Colour Options

Four options are catered for in this kit with excellent decals to suit, these being an early USCG J4F in the blue



grey/light grey scheme and early-style red centred stars (depicted on the box art), a mid-war three-tone scheme with red outlined star and bars, for FAA fans, FP456 in the standard Royal Navy colours of the time, and finally, the scheme I opted for, an overall aluminium finished example number 202, of the USCG in 1945.

Conclusions

On the whole, a very nice kit that is quite straightforward, has good fitting parts and is quick to build. There were no real difficulties, other than the tricky looking undercarriage and no filler was used with the minor exception noted while dealing with the windscreen. Needless to say, having a fondness for amphibians and small seaplanes, I really enjoyed working on this model and will certainly look at trying another - particularly as the optional parts suggest another version will be released at some point.

● SAMI



Tummelisa

CHOROSZY

1/72

BY CHRIS BUSBRIDGE

This tiny, tiny model is delicately cast in pale cream resin, and the surface detail is exquisitely done, considering its size. The fabric effect detail is very fine. The main fuselage is moulded as a single three-sided unit, with a separate upper deck in two parts, but take note - the undercarriage struts are very delicate and I broke both during preparation (they were carefully glued back together). The cowl was the most difficult part to remove from its casting block. All the other parts were somewhat easier to separate.

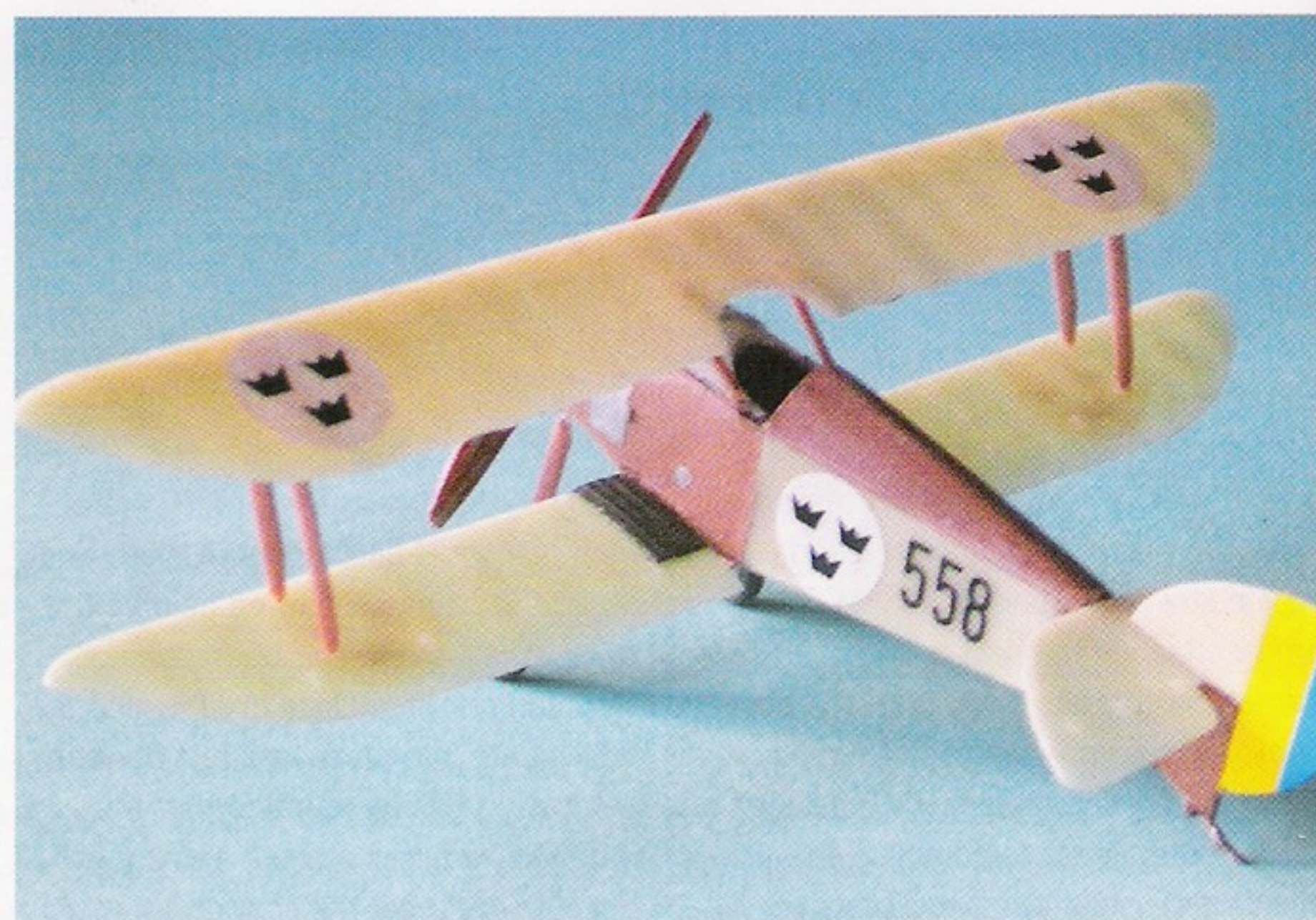
Construction

Most parts were painted before assembly commenced. There is no colour guide for the interior so, using guesswork, the frame was painted with



a wood effect and doped fabric in between. The seat was painted with wood effect and the instrument panel was painted silver.

Assembly required patience and a steady hand. The lower wing needed a few test fits to mate with the fuselage neatly. The undercarriage was next to be installed, followed by the tail surfaces and skid, and the engine diameter was reduced to fit inside the cowl. All the struts were glued onto the lower wing and fuselage and the upper wing was checked for alignment before fixing into place.



Colour Options

The plywood fuselage sections were brush painted with tan, as were the struts and propeller, which were enhanced with a brush of clear orange. The wheels, metal upper deck, cowling and engine were airbrushed with Alclad Aluminium and the fabric surfaces lightly airbrushed with linen dope colour to retain some transparency. The decals are quickly applied, with the tail fin decal allowed to dry thoroughly before trimming away the excess.

Conclusion

This is an extremely small, delicate model, weighing in at just 4 grams. Not for the ham-fisted, but still

recommended for all biplane and Swedish aircraft enthusiasts.

● SAMI



Bell AH-1S Cobra

HOBBYBOSS

1/72

BY DAVID HOLMAN

HobbyBoss continue to keep the rotorcraft modeller's workbench busy with this most welcome subject. This kit is of the updated 'S' version of the Cobra still in service around the world. The box art shows an unknown olive green AH-1S in Israeli Defence Force markings with a huge cobra adorning the starboard fuselage side. Alternative markings are for a camouflaged JGSDF machine JG-3416. Inside the box are one clear and four grey sprues. The seventy-six parts are well moulded with recessed detail and there are a few weapon options to choose from to arm your model. The A4 Instruction sheet is to the usual format with one exploded view showing the assembly of parts. The decal sheet is well printed with good colour register, and a full colour decal and painting plan is included referencing both Humbrol and Gunze paints.



TECHNICAL DATA

Scale: 1/72 Kit No: 87225
Price: £9.30 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 1
Manufacturer: HobbyBoss
UK Importer: Creative Models
US Importer: Squadron

Construction

Construction starts in the cockpit and there is enough detail to represent the typical layout of this machine's office, although no side consoles or decal alternatives are included. The crew seats have raised belt detail and the instrument panels look busy enough to satisfy. To allow for the different variants to follow, (an AH-1F is also available) the fuselage halves are on their own sprue and the cockpit tub is placed between the two halves along with the exhaust, rotor shaft and the chin mounted M28A3 system for the M134 minigun and



nose mounted telescopic sight. There is no mention of adding nose weight, which is recommended to avoid a guaranteed tail-sitter.

The remainder of the assembly is fairly straightforward although it may be desirable to leave some of the external fittings, such as the cable cutters and grip handles, until the model is finished. The semi-flat type clear canopy and windshield is one moulding and has some grainy detail on the framing, and the three-barrelled M134 electric Gatling type machine gun is moulded as one piece. The externally mounted ordnance includes two M261 19-Tube 70mm (2.75") rocket launchers, 2 BGM-71A 4-round TOW missile launchers and four 7-round 2.75 in (70 mm) M158 rocket launchers.

The twin main rotor blade set up, has the correct broad style blades and can be placed without cement so that it can be removed for storage.

Colour Options

I chose the Japanese camouflage scheme as I did not yet have a JGSDF helicopter in my collection, and used Xtracrylix paint equivalents to finish the model. The decals applied with neither problems nor any need for solvents.

Conclusion

This is a quick build 'weekend' type kit that is accurate in scale and a delight to add to any collection. The simplistic assembly of the parts make this a perfect kit for a beginner and with this quality tooling satisfies the experienced modeller. I look forward to all the other chopper offerings on their way from HobbyBoss, especially all those Lynx and Blackhawk/Seahawk variants. Looking at their website, there are so many, it very much looks as though I will be needing a lot more display space.

● SAMI

Accessories

Classic Upgrades

STARFIGHTER

Two more classic Monogram kits of pre-war aircraft get the Starfighter treatment with these beautifully detailed resin parts, which will really help bring these classic kits up to modern standards.

1/72

F-11C-2 Upgrade

Cockpit detail set with BFC-2 Conversion

Part - 7203

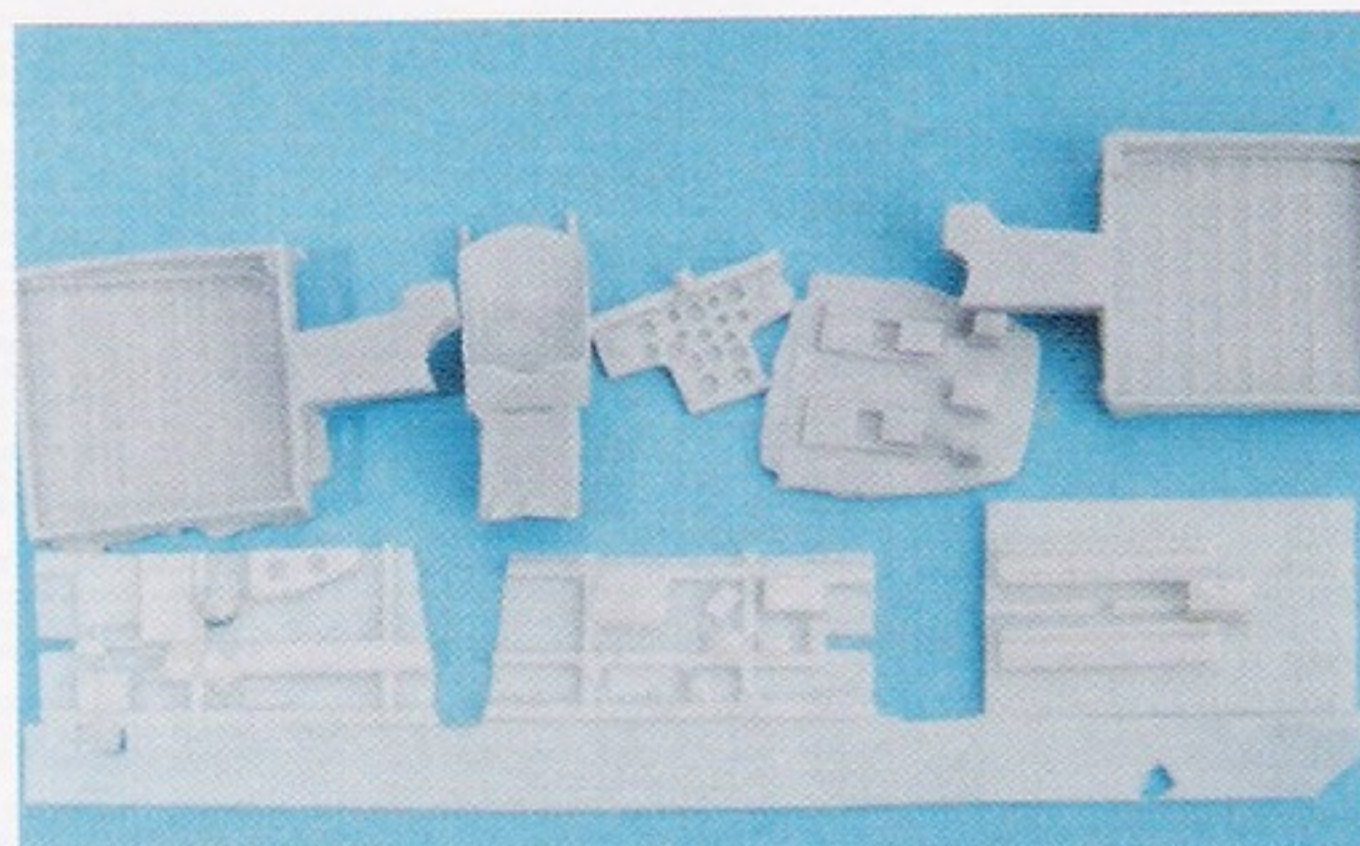
Price: \$10.00

P-36 Upgrade

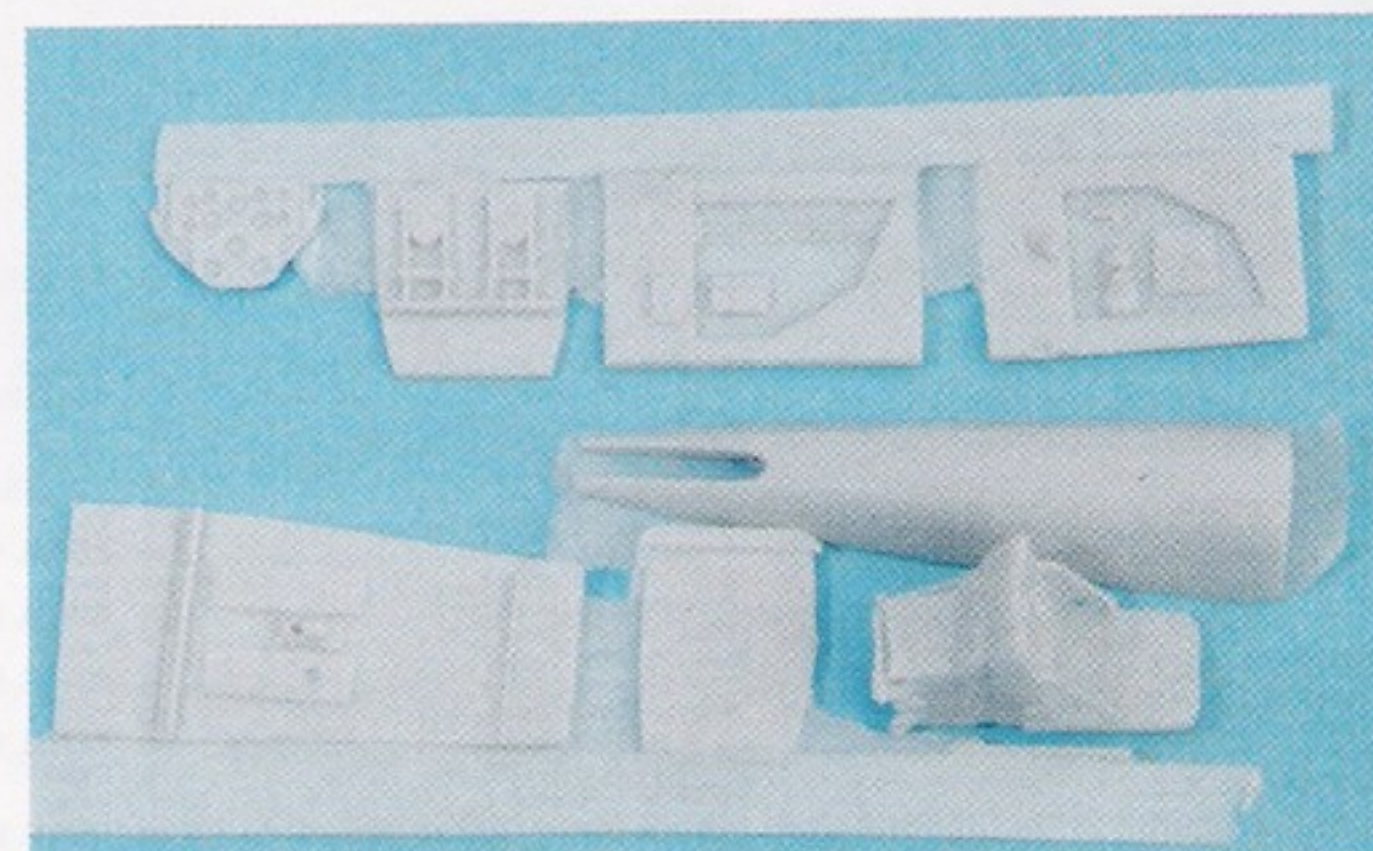
Cockpit and wheel well detail set

Part - 7204

Price: \$10.00



P-36 Upgrade



F-11C-2 Upgrade

Conclusion

These classic kits can still be found occasionally under the table at shows

and from specialist dealers and if you do find one visit www.starfighter-decals.com to purchase the resin cockpits and a

selection of decals to supply alternative markings.

● SAMI

Quick Picks

QUICKBOOST

Once again Quickboost have produced a mix of detail sets and small conversions all exquisitely cast in their normal grey resin, and after two months my wait is over for a wonderful set of exhausts for the Dragon 110. These do not disappoint, having a deep hollow with scale thickness walls, a recommended purchase for anyone with this kit in their pending pile. As well as the set for the 110 there are a number of other exhaust sets, scoops, and gun barrels, which are all beautifully hollowed out, something that I normally fail to manage using pin drills.

1/72

Junkers Ju 88G-6 Radar FUG240 'Berlin' short version

Product No: QB 72 192

Designed for: Hasegawa

Price: £2.70

Junkers Ju 88G-6 VS 11 Wooden Propeller w/tool

Product No: QB 72 190

Designed for: Hasegawa

Price: £4.99

A3D-2 Skywarrior Radome - early version

Product No: QB 72 189

Designed for: Hasegawa

Price: £3.60

F/A-18 Hornet elevators

Product No: QB 72 188

Designed for: Hasegawa

Price: £4.99

Junkers Ju 88C-6/G-1 Schräge Musik gun barrels

Product No: QB 72 191

Designed for: Hasegawa

Price: £2.70

1/48

C-47 Dakota correct tail rudder

Product No: QB 48 238

Designed for: Trumpeter

Price: £4.99

MiG-29A ejection seat with safety belts

Product No: QB 48 237

Designed for: Revell

Price: £4.99

Spitfire Mk 22/24 cowlings and exhaust

Product No: QB 48 236

Designed for: Airfix

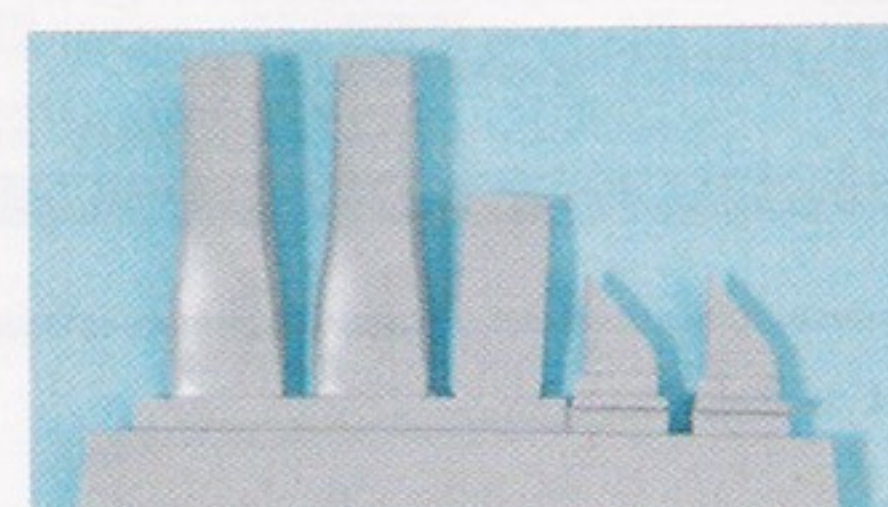
Price: £6.50

F-101 Voodoo air scoops

Product No: QB 48 235

Designed for: Monogram/Revell

Price: £3.60



F-101 Voodoo air scoops

LaGG-3 Series 1-4 exhaust

Product No: QB 48 234

Designed for: ICM

Price: £3.60

MiG-3 Undercarriage covers

Product No: QB 48 233

Designed for: Trumpeter

Price: £3.60

Canberra B(I).8 gun barrels

Product No: QB 48 232

Designed for: Airfix

Price: £4.99

K-36 Cap (Czech built Fi 156) cowlings

Product No: QB 48 231

Designed for: Tamiya

Price: £4.99



Spitfire Mk 22/24 cowlings and exhaust

1/32

F-100 Refuelling probe - Type A

Product No: QB 32 048

Designed for: Trumpeter

Price: £4.99

Messerschmitt Bf 110C/D exhaust

Product No: QB 32 051

Designed for: Dragon

Price: £4.99

MiG-29A ejection seat with safety belts

Product No: QB 32 050

Designed for: Trumpeter/Revell

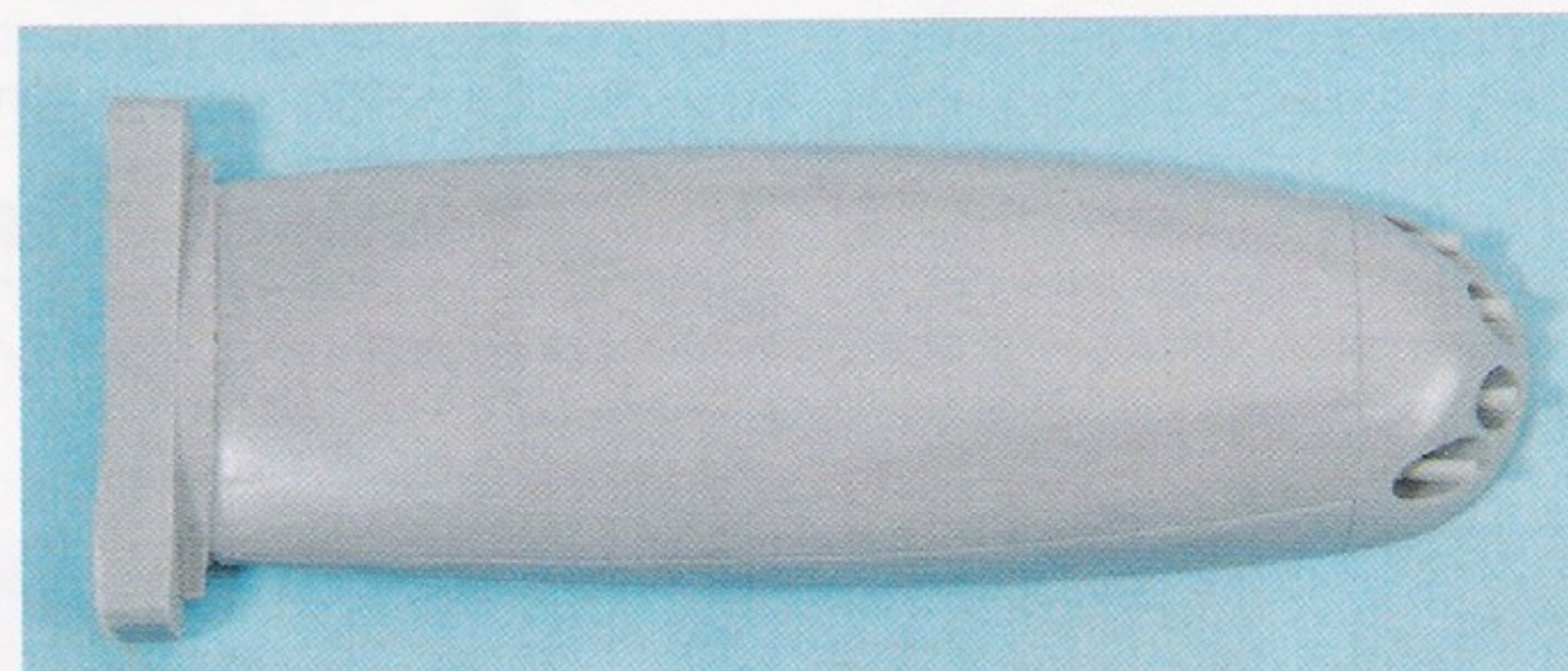
Price: £6.50

Conclusion

This range has so much to recommend it, what with the price, quality, and ease of use, I cannot believe there is any modeller out there who has not tried at least one set.

Items can be purchased from both LSA models and Hannants in the UK and Squadron in the US

● SAMI



Canberra B (I) 8 gun barrels

Bidding Prayers

AIRES

This month Aires brought a grin to my face with their cockpit set for the Monogram Prowler. Why, I hear you ask? Well, recently the Black Box cockpit for the Prowler has been fetching really silly money on eBay, but Aires have released the first of two interior sets for the type and it is beautifully detailed using brass and resin to supply even more detail than the Black Box version. What made me smile was that I had decided against bidding on the Black Box set and I am now very glad that I did as this set will retail for at least a tenth of the price I would have had to pay.

Also new this month is a cockpit set for the fictional AMT/Tamiya Ta 183, which when combined with the two sets for the undercarriage and intakes by Quickboost will produce an impressively detailed model of a type that never existed.

1/72

Su-27 Flanker B exhaust nozzles

Product No: 7207

Designed for: Italeri

Price: £8.99

TBM Avenger wheels and paint masks

Product No: 7208

Designed for: Hasegawa

Price: £3.25

Mil Mi-8 wheels and paint masks

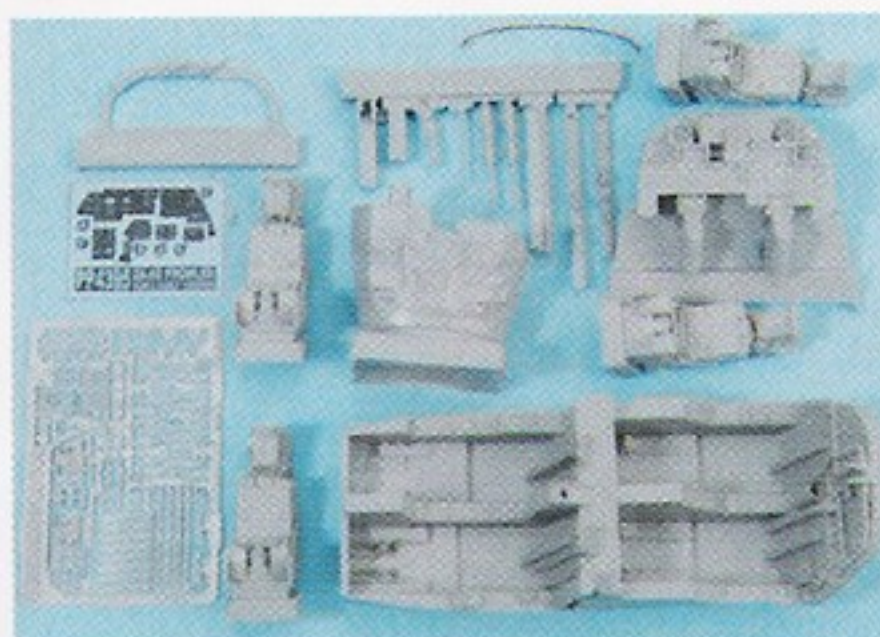
Product No: 7209

Designed for: Zvezda

Price: £2.99



BAC Lightning F6/F2A correct exhaust nozzles



EA-6B Prowler ICAP-2 (early)

Hawker Hurricane Mk I/II wheel bay

Product No: 7210

Designed for: Hasegawa

Price: £5.60

BAC Lightning F6/F2A correct exhaust nozzles

Product No: 7213

Designed for: Trumpeter

Price: £8.99

1/48

Focke Wulf Ta 183A cockpit set

Product No: 4397

Designed for: Tamiya/AMT

Price: £8.99

EA-6B Prowler ICAP-2 (early)

Product No: 4395

Designed for: Monogram/Revell

Price: £20.99

F-105D Thunderchief cockpit set

Product No: 4379

Designed for: Hobby Boss

Price: £11.30

F-105 Thunderchief wheel bay

Product No: 4380

Designed for: Hobby Boss

Price: £11.30

Seahawk FGA/RR.101 cockpit set

Product No: 4393

Designed for: Trumpeter

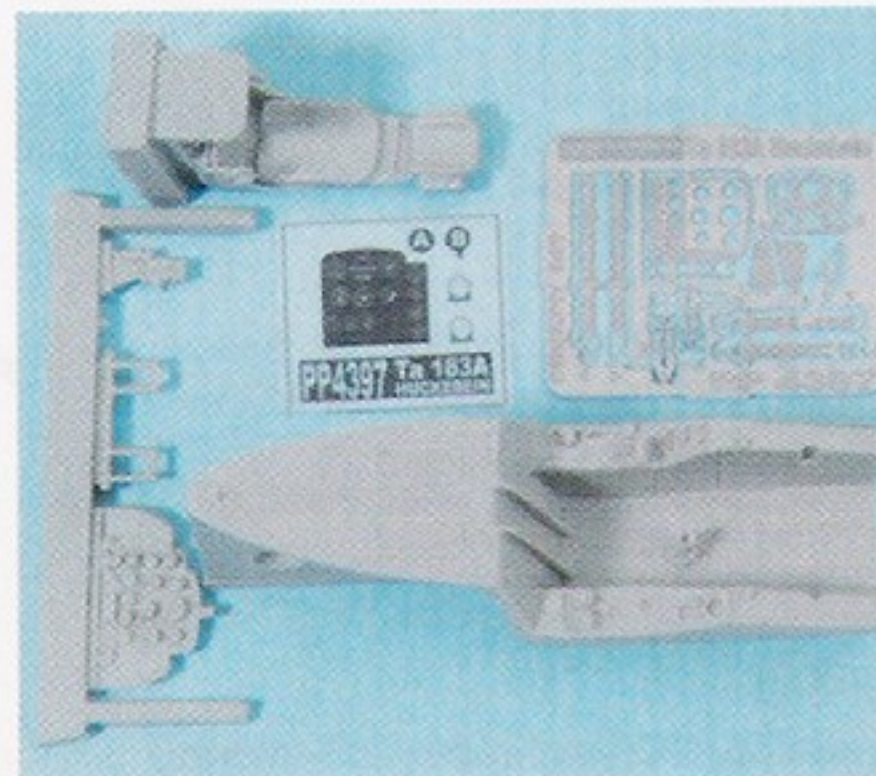
Price: £8.99

F6F-5 Hellcat cockpit set

Product No: 4394

Designed for: Eduard

Price: £8.99



Focke Wulf Ta 183A cockpit set

1/32

F-8E/H Crusader cockpit set

Product No: 2088

Designed for: Trumpeter

Price: £20.99

Messerschmitt Bf 109E wheels

Product No: 2090

Designed for: Eduard

Price: £5.60

F-14B Tomcat cockpit set

Product No: 2080

Designed for: Tamiya

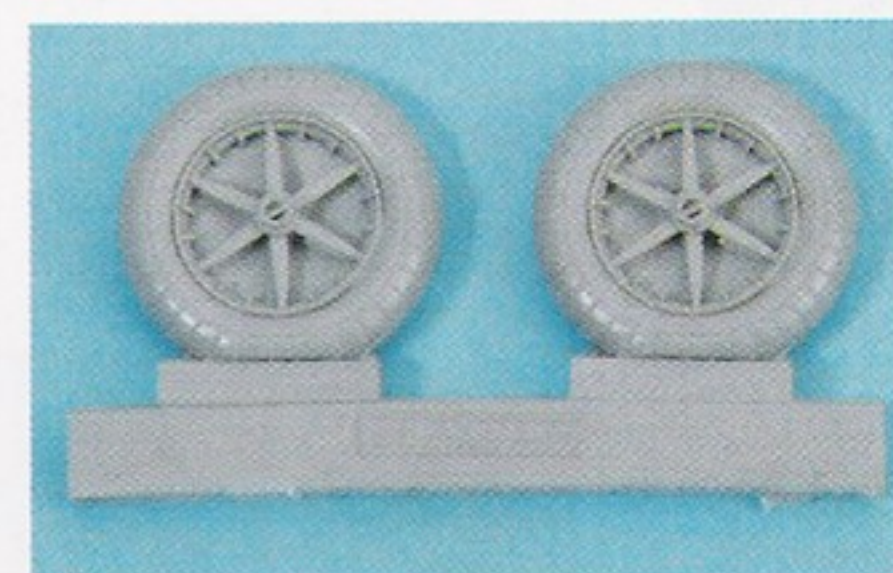
Price: £31.99

Conclusion

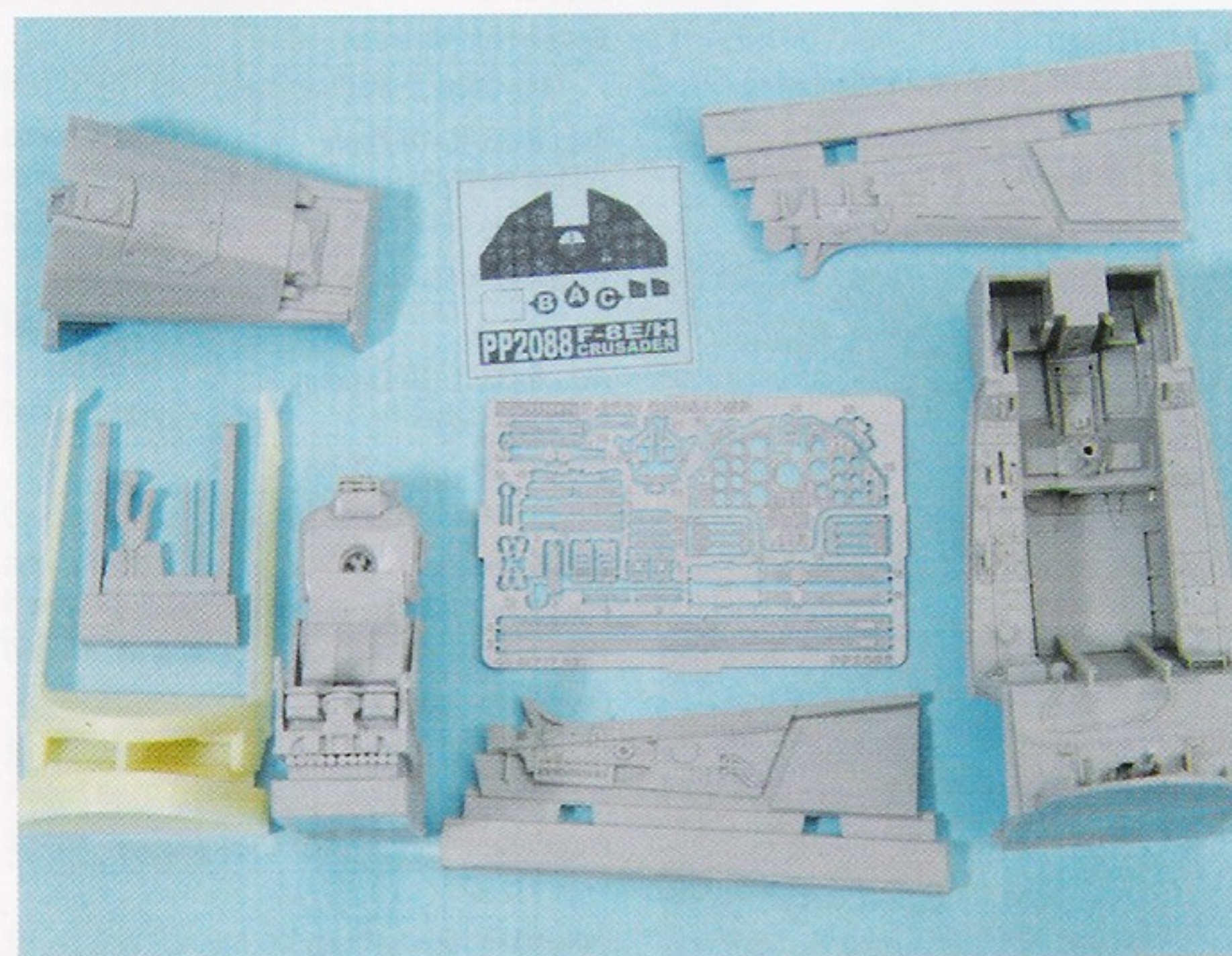
I have yet to find a flaw in any resin produced by Aires and these sets are no different, adding so much more detail than is possible with injection moulded plastic. The only set I have issue with is the one for the F-14B cockpit, as to produce this type you will need to carry out some airframe modifications which used to be covered by a Teknics conversion set. Unfortunately this company is no longer around and their sets are also reaching scary prices on eBay. Hopefully Aires will, in due course, release their version of this conversion giving me another excuse to grin.

All of these new releases are available from LSA Models and both branches of Hannants.

● SAMI



Messerschmitt Bf 109E wheels



F-8E/H Crusader cockpit set

Tooth Marks

AEROCLUB

New this month from Aeroclub is a simple little conversion for the Revell 1/72 Hunter to produce any of the early production marks. Conversions really do not come much simpler than this and the three resin parts include a small-bore jet pipe which is a direct replacement for the kit part, and two new leading edges for the wings without the dog tooth featured on later marks.

1/72

Hawker Hunter Mk 1 to 5 Conversion

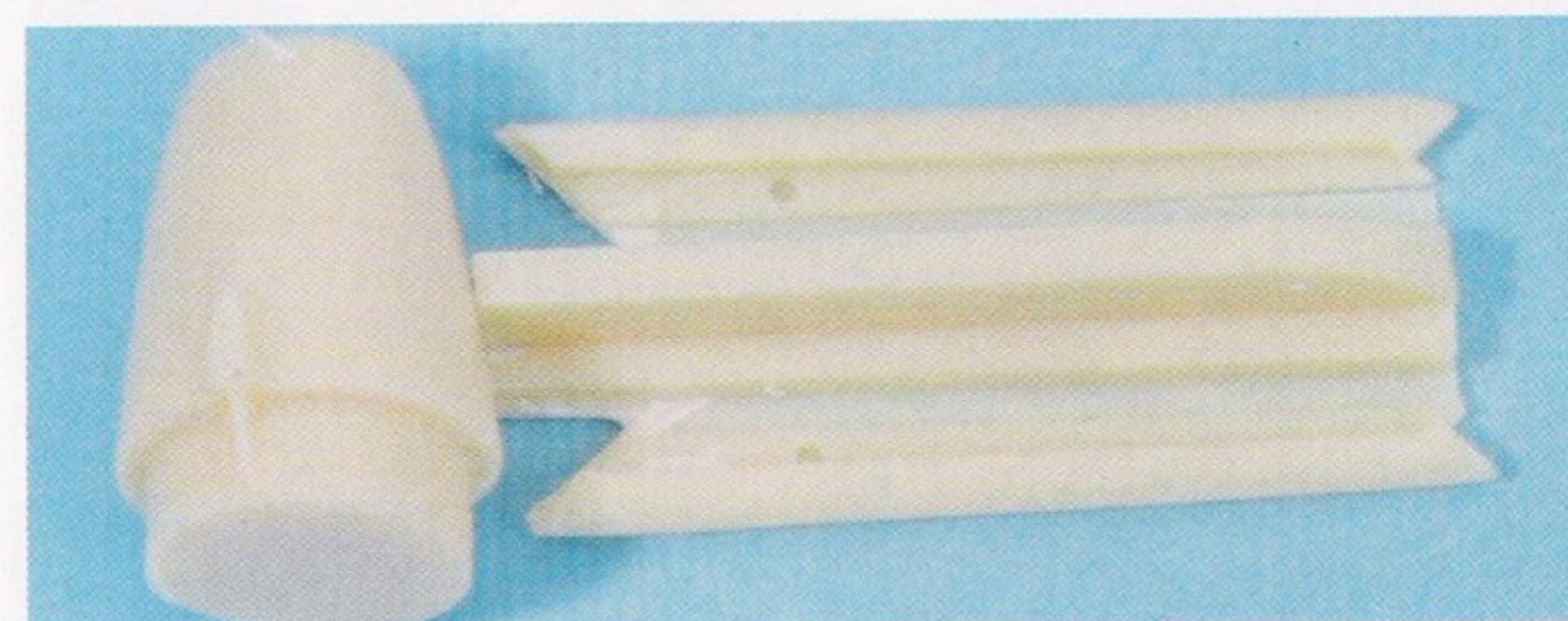
Product No: V239

Designed for: Revell

Price: £3.50

Conclusion

This is an ideal first conversion, it is so simple that it does not need instructions and according to Hannants there are 3 sheets available with suitable markings for this conversion from RAFdec and Modeldecals.



Items can be ordered from Aeroclub on +44 (0)115 9670044 or by visiting their website at www.aeroclub-

models.com
● SAMI

Brass Attacks

EDUARD

This month Eduard have scored all across the board with some very useful etched brass detail sets in all three major scales, but 1/48 in particular sees the arrival of parts for the Italeri Hawk kit, which will make such a difference to that highly visible cockpit.

Also of note are the details for the B-24J in 1/72. Looking into the holes and recesses in a big bomber can be fascinating when some work has been done on the interior, and the bomb bay and cockpit parts will look excellent in situ on Hasegawa's kit.

Note – the images provided by Eduard are of pre-production frets applied to models, and do not feature the parts pre-coloured.

1/72

B-25J Solid Nose masks

Product No: CX230 Price: £4.99

Designed For: Hasegawa kit

B-24J Cockpit Interior (Zoom)

Product No: SS318 (pre-painted/self-adhesive)

Price: £6.40

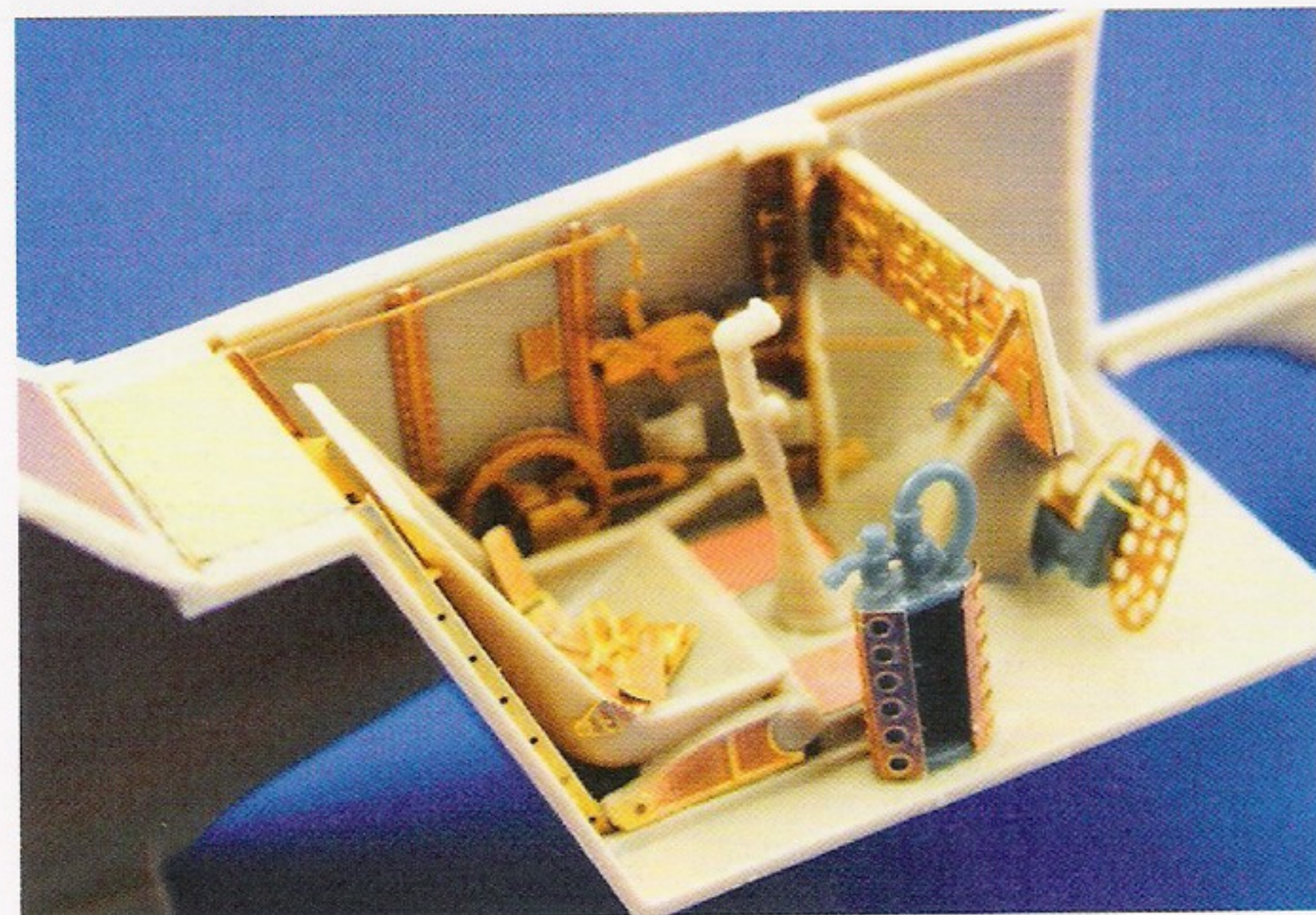
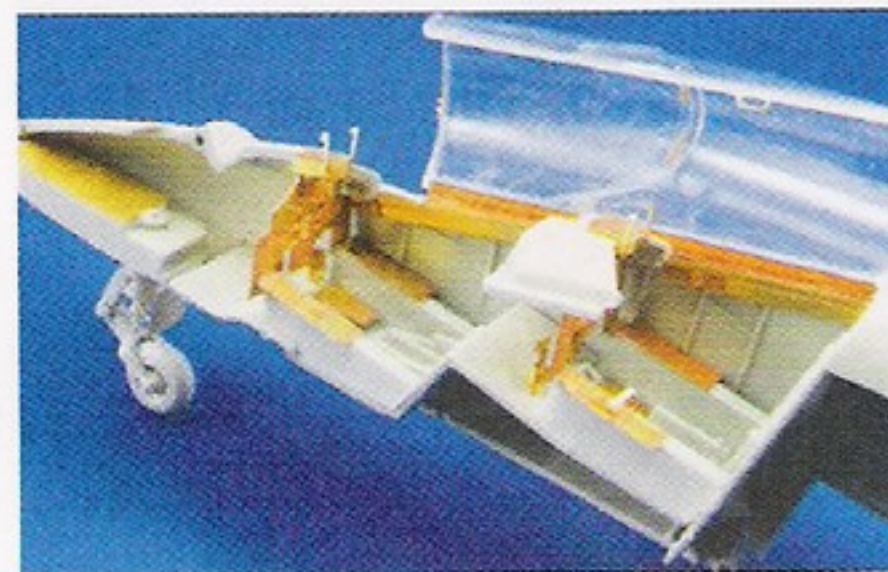
Designed For: Hasegawa kit

AH-64D (Zoom)

Product No: SS324 (pre-painted/self-adhesive)

Price: £6.40

Designed For: HobbyBoss kit



B-24J Exterior

Product No: 72492

Price: £14.80

Designed For: Hasegawa kit

B-24J Interior

Product No: 73318 (pre-painted/self-adhesive)

Price: £17.99

Designed For: Hasegawa kit

AH-64D

Product No: 73324 (pre-painted/self-adhesive)

Price: £12.30

Designed For: HobbyBoss kit

1/48

Avia B-33/IL-10 Masks

Product No: EX263

Price: £4.99

Designed For: Special Hobby kit

Canberra PR.9 Masks

Product No: EX265

Price: £4.99

Designed For: Airfix kit

BAe Hawk Mk 1 Zoom

Product No: FE430 (pre-painted/self-adhesive)

Price: £7.40

Designed For: Italeri kit

Sopwith Camel

Product No: FE432 (pre-painted)

Price: £7.40

Designed For: Eduard kit

Avia B-33/IL-10 Zoom

Product No: FE434 (pre-painted/self-adhesive)

Price: £7.40

Designed For: Special Hobby kit

Avia B-33/IL-10 Landing Flaps

Product No: 48612

Price: £13.30

Designed For: Special Hobby kit

BAe Hawk Mk 1

Product No: 49430 (pre-painted/self-adhesive)

Price: £17.30

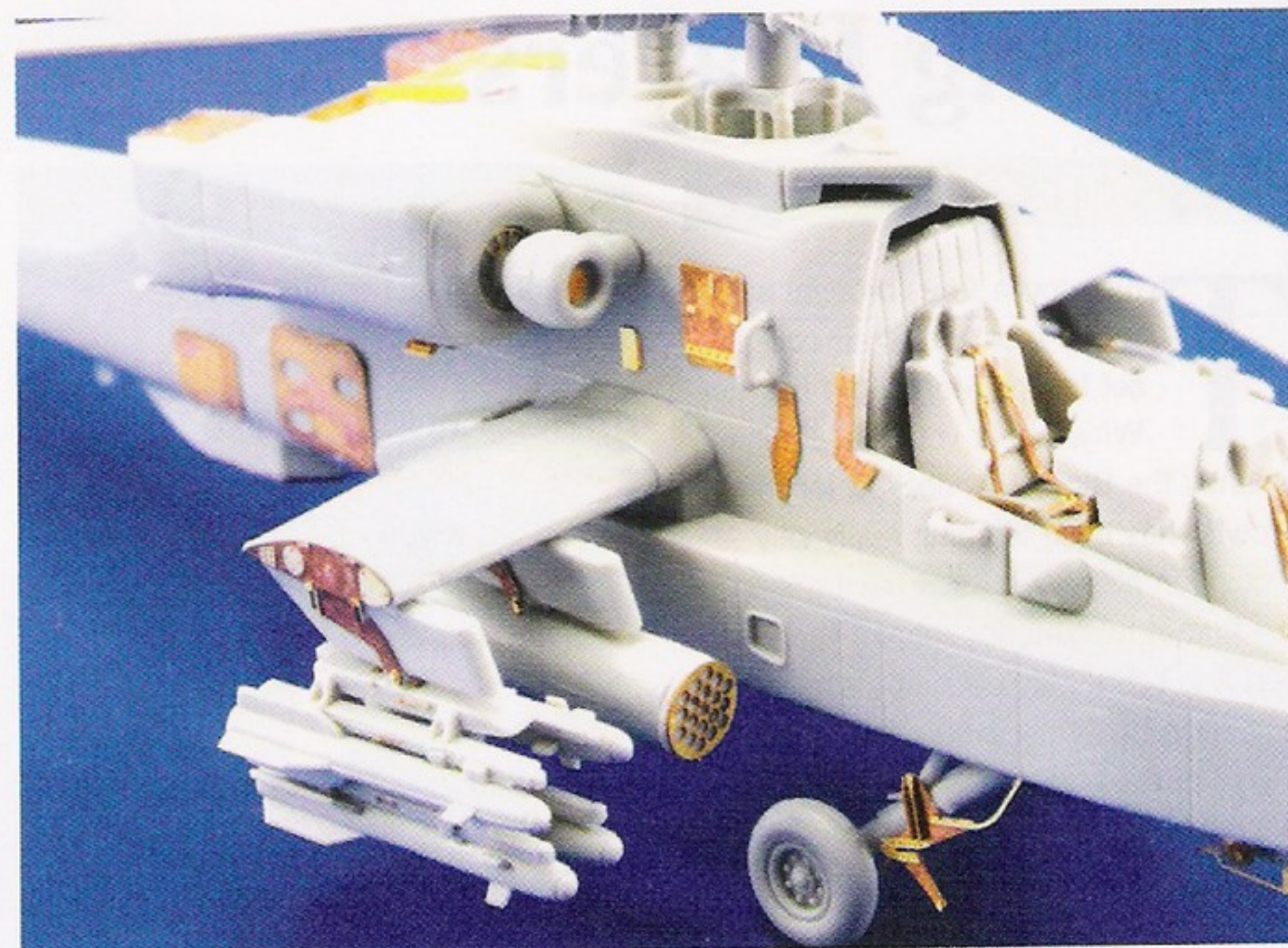
Designed For: Italeri kit

Avia B-33/IL-10

Product No: 49434 (pre-painted/self-adhesive)

Price: £12.30

Designed For: Special Hobby kit



1/32

P-40K Masks

Product No: JX085

Price: £6.40

Designed For: Hasegawa kit

P-51B Interior (Zoom)

Product No: 33019 (pre-painted/self-adhesive)

Price: £9.85

Designed For: Trumpeter kit

A-7E Interior (Zoom)

Product No: 33020 (pre-painted/self-adhesive)

Price: £9.85

Designed For: Trumpeter kit

Bf 109E

Product No: 32219

Price: £12.30

Designed For: Eduard kit

P-51B Wheel Wells

Product No: 32212

Price: £11.30

Designed For: Trumpeter kit

P-51B Exterior

Product No: 32213

Price: £11.30

Designed For: Trumpeter kit

Bf 110C Exterior

Product No: 32217

Price: £11.30

Designed For: Dragon kit

P-40K Gun Bay

Product No: 32221

Price: £17.30

Designed For: Hasegawa kit



P-40K Gun Bay

Product No: 32223

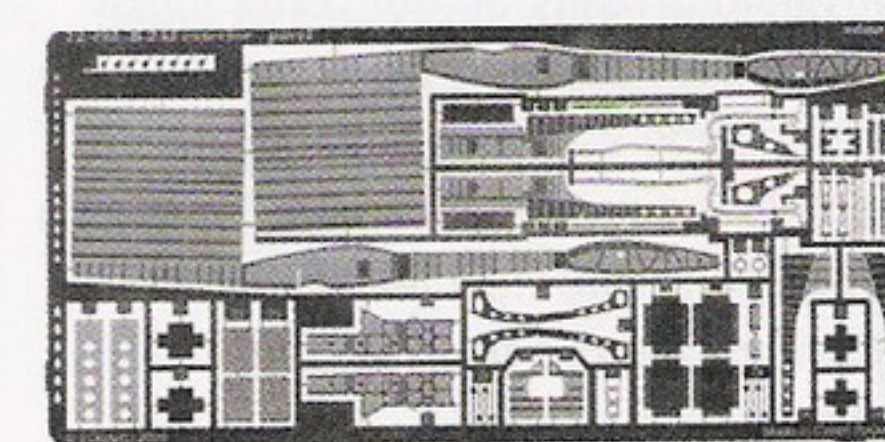
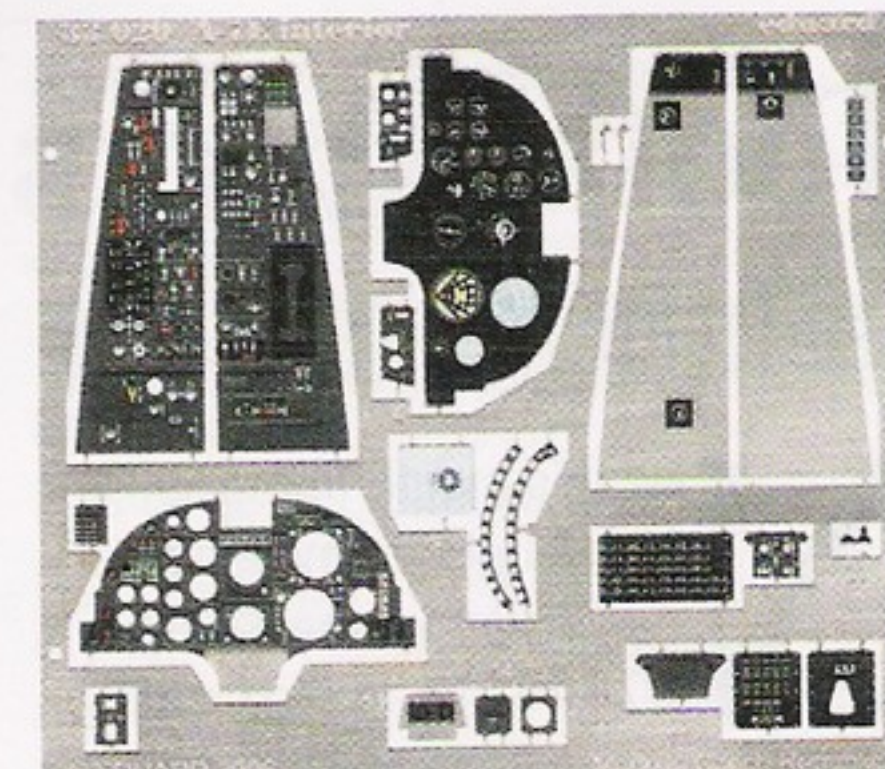
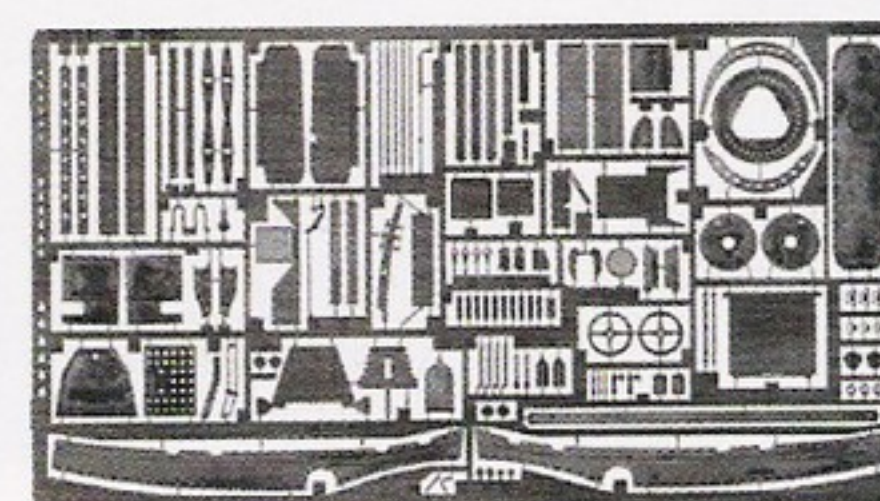
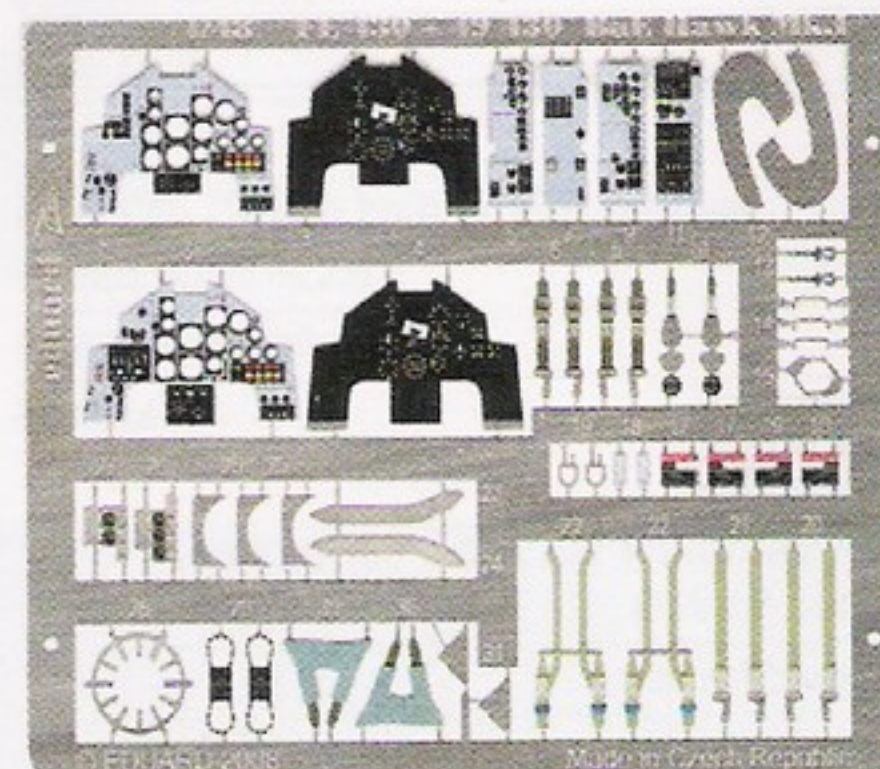
Price: £13.30

Designed For: Hasegawa kit

This has to be one of the best crops from Eduard in recent months, and now the Hawk set is here, we can look forward to some super-detailed masterpieces on the tables at shows – especially once Alley Cat get those 100 Squadron markings out and about!

Eduard are imported by LSA and Hannants in the UK, and by Squadron in the US. Check out the website at www.eduard.cz

● SAMI



Light Moments

LITTLE-CARS.COM

I can never get a good result when I try to use silver paint to reproduce landing lights, but now I won't have to. Little cars have introduced a range of lenses that look very realistic and - even better - are affordable.

These lenses are available in packs of eight and are silvered on the flat side and look very impressive when installed on a model. Each lens is available in nine different sizes, from 1mm to 5mm, in 0.5mm increments so are suitable for most scales from

1/144 to 1/32. Though clear will be the most useful colour for landing lights on aircraft or headlights on vehicles there are three others, Red, Dark Yellow and Dark Green, perfect for navigation lights.

A pack of eight lenses is priced at £2.50, but if you buy five or more items the price drops to £2.00 a pack. These lenses have a multitude of applications in aircraft, armour, automotive, sci-fi and figure modelling and a couple of different sizes will be a useful addition to most spares boxes.

Other colours are due to be added

little-lenses	1mm	1.5mm	2mm	2.5mm	3mm	3.5mm	4mm	4.5mm	5mm
Clear									
Red									
Dark Yellow									
Dark Green									

available now from little-cars.com

to the range by the time you read this, so visit www.little-cars.co.uk to see the full range, as well as an expanding range of air brushes and compressors and their ever useful sanding sticks.

Look at the website at www.little-cars.com or visit the stand at one of the many shows at which they seem to be an almost obligatory fixture

● SAMI

Bird Dog Bonus

PAVLA

It has been a while since we have had anything new from Pavla and as usual they are supplied in either a small plastic bag or a plastic blister pack. The main types covered are Russian machines but you also get subjects that no other manufacturer would consider, like the two sets for the Airfix O-1E/F Bird Dog. Now there's an aircraft crying out for some updated kits in all scales - including 1/35!

1/72

Saab J 35 Draken 73SE-F (RS-35) Seat
Product No: S 72050

Designed for: Hasegawa kit Price: TBC

Fairey Gannet Seats
Product No: S 72051

Designed for: Trumpeter kit Price: £4.99

Piasecki HUP-1-2-3 Canopy
Product No: V 72-69

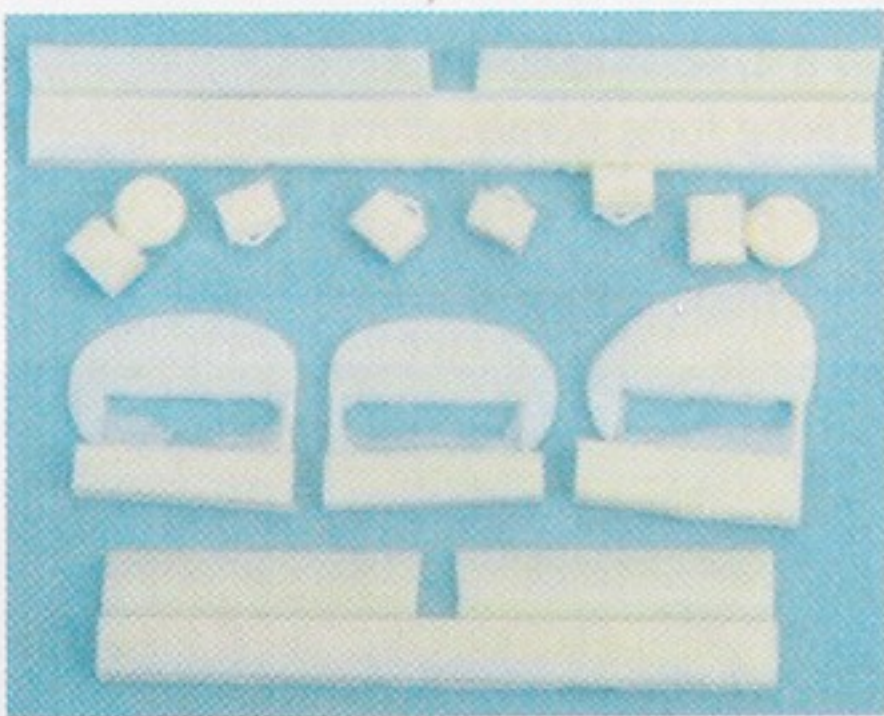
Designed for: A-model Price: £1.60

MiG-29 Canopy
Product No: V 72-67

Designed for: Italeri/ICM Price: £1.60

F-86E Canopy

Product No: V 72-68
Designed for: Academy Price: £1.60



Cessna 0-1E/F Bird Dog (control surfaces and wheels)

Mi-8/17 upgrade
Product No: U 72-96

Designed for: HobbyBoss Price: £4.99

Mi-8 correct engine cowling
Product No: U 72-97

Designed for: HobbyBoss Price: TBC

Mi-8/17 troop sets
Product No: U 72-98

Designed for: HobbyBoss Price: TBC

MiG-15bis/UTI (wheels/airbrakes/jet pipe)
Product No: U 72-99

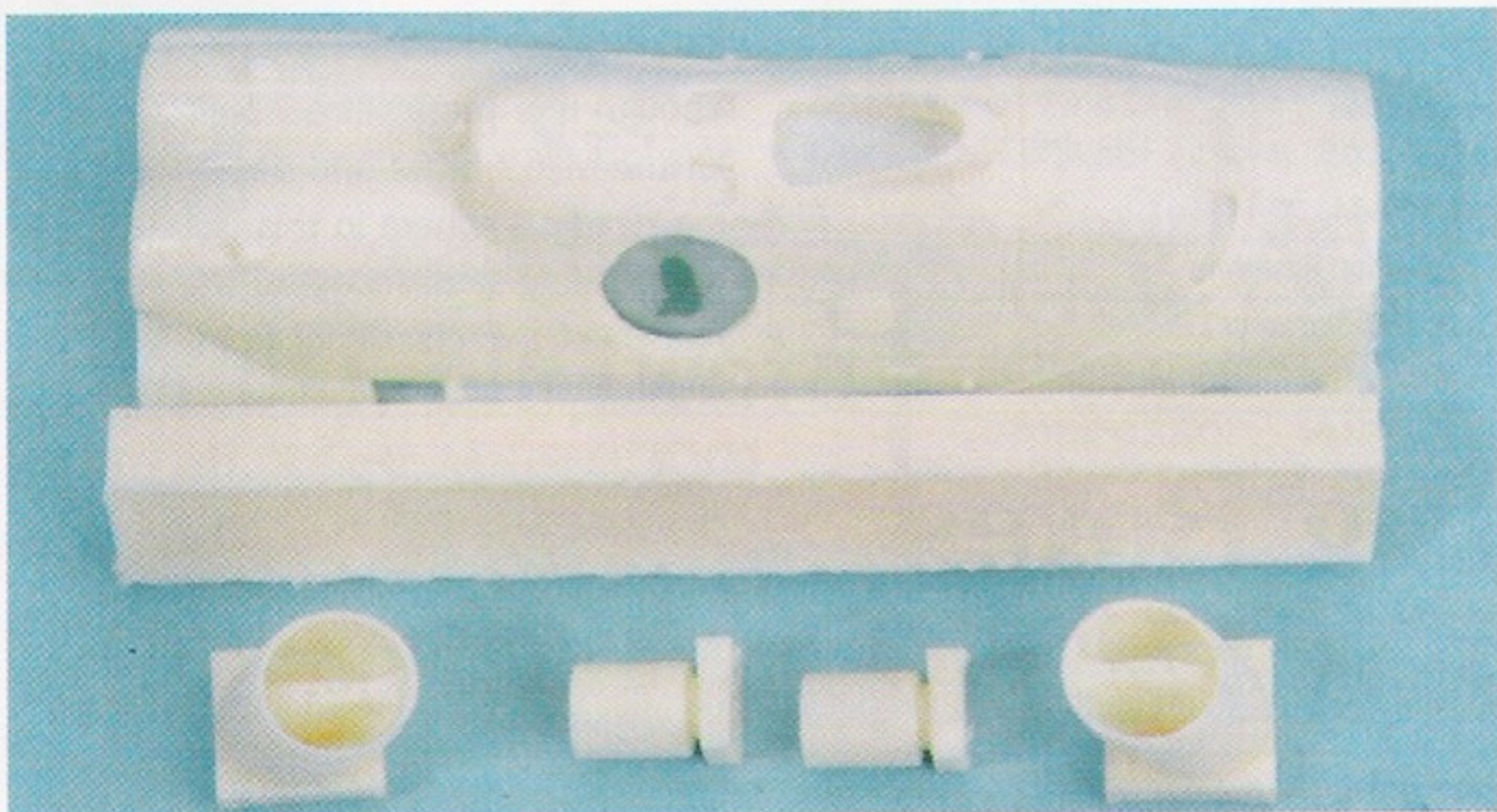
Designed for: HobbyBoss Price: £4.99

MiG-15bis nose underside
Product No: U 72-100

Designed for: HobbyBoss Price: £4.40

MiG-15bis/15UTI horizontal tailplane

Product No: U 72-101
Designed for: HobbyBoss Price: £3.25



Mi-8 correct engine cowling

MiG-15UTI (machine gun UBK-E, nose gear cover, air intake)

Product No: U 72-102
Designed for: HobbyBoss Price: £3.25

Mi-24V gear well
Product No: U 72-103

Designed for: HobbyBoss Price: £5.99

Cessna 0-1E/F Bird Dog (control surfaces and wheels)

Product No: U 72-104
Designed for: Airfix Price: £5.50

Mi-17 Cockpit
Product No: C 72076

Designed for: HobbyBoss Price: £15.40

MiG-15bis Cockpit
Product No: C 72077

Designed for: HobbyBoss Price: £9.50

MiG-15UTI Cockpit

Product No: C 72078
Designed for: HobbyBoss Price: £11.85

Cessna 0-1E/F Bird Dog Cockpit

Product No: C 72079
Designed for: Airfix Price: £11.85

BAC Lightning F.6 Cockpit
Product No: C 72080

Designed for: Trumpeter Price: £9.99

Conclusion

I must say that to make the most of sets like the 1/72 MiG-15UTI cockpit you will need a good magnifying glass and a very steady hand to paint the minute detail that Pavla have cast, and once again you can not fault the manufacturers for their choice of subject matter as they have covered both popular subjects and the more obscure types that I would never have thought would get any aftermarket details.

Pavla products are available in the UKI from Hannants.

● SAMI



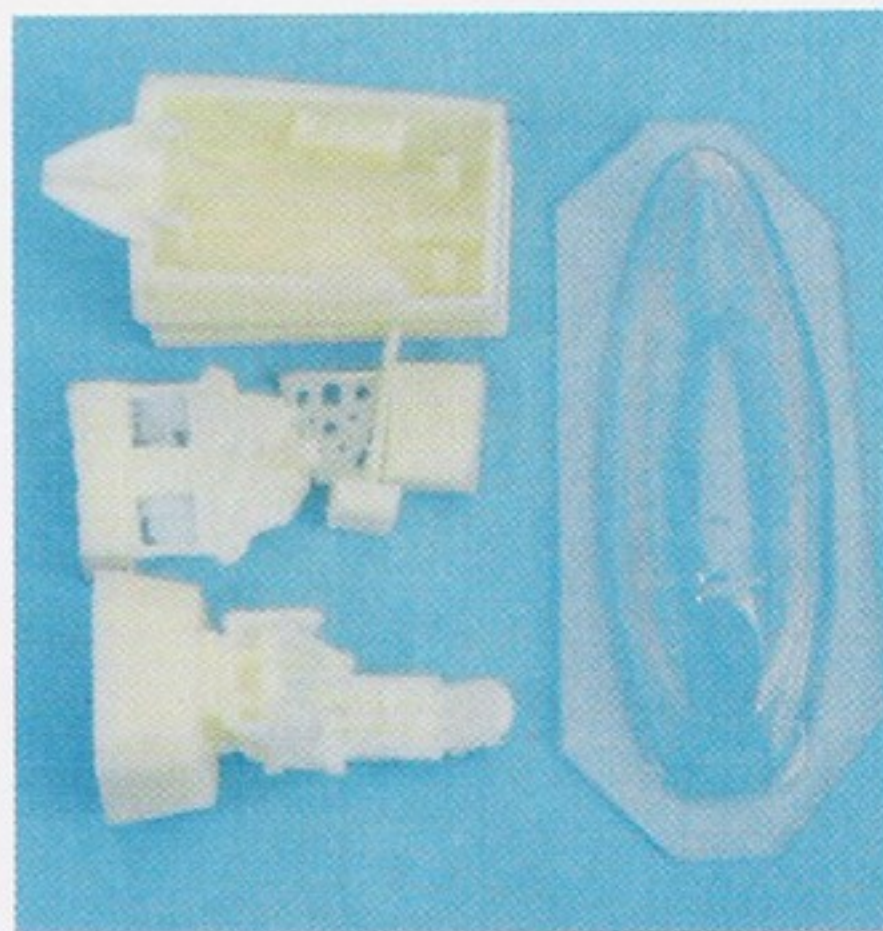
Cessna 0-1E/F Bird Dog Cockpit



MiG-29 Canopy



F-86E Canopy



MiG-15bis Cockpit

JASDF Brass

PLATZ

As well as the decals reviewed in this issue we have also received some etched brass detail sheets. These sets are produced for Platz by Eduard using their pre-painted technique. All of the subjects are Japanese aircraft that are unlikely to be released in the Eduard range as their appeal to the European market must be limited - which is a shame as Hasegawa produce the kits to their very high standards and the completed models will be very attractive in their unique camouflage schemes.

1/72

JASDF F-2A

Part: M72-14

Designed for: Hasegawa

Price: 1400 Yen aprox £10

JASDF F-2B

Part: M72-15

Designed for: Hasegawa

Price: 1400 Yen aprox £10

JASDF MU-2

Part: M72-16

Designed for: Hasegawa

Price: 1400 Yen aprox £10

1/48

JASDF F-1

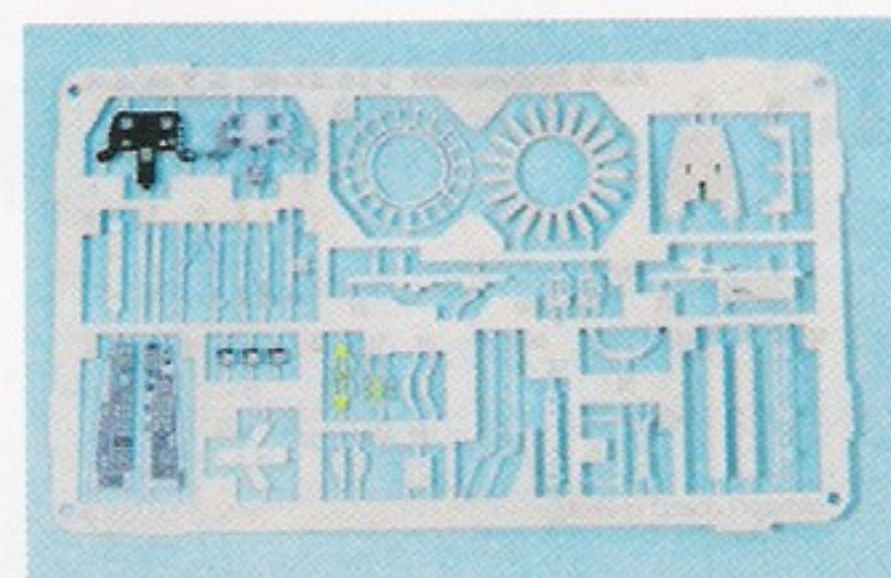
Part: M48-08

Designed for: Hasegawa

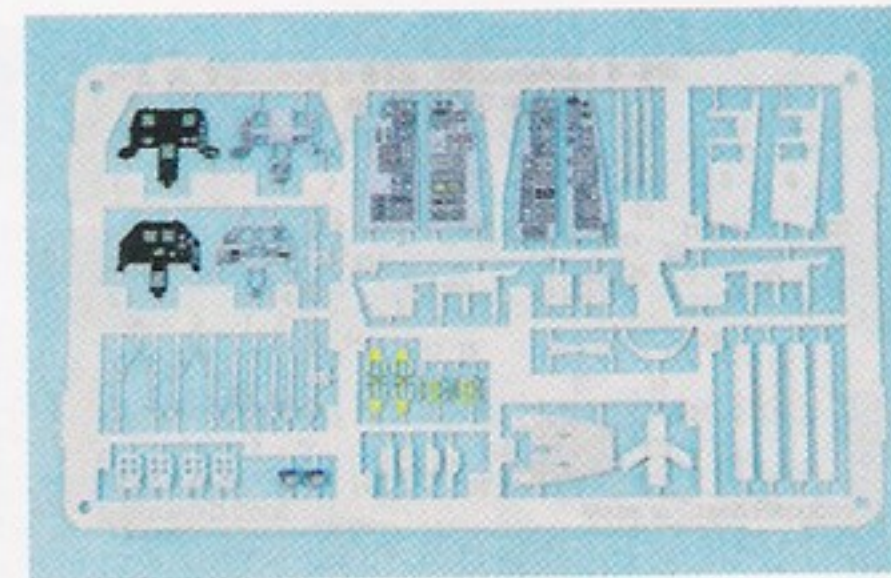
Price: 1400 Yen aprox £10

Conclusion

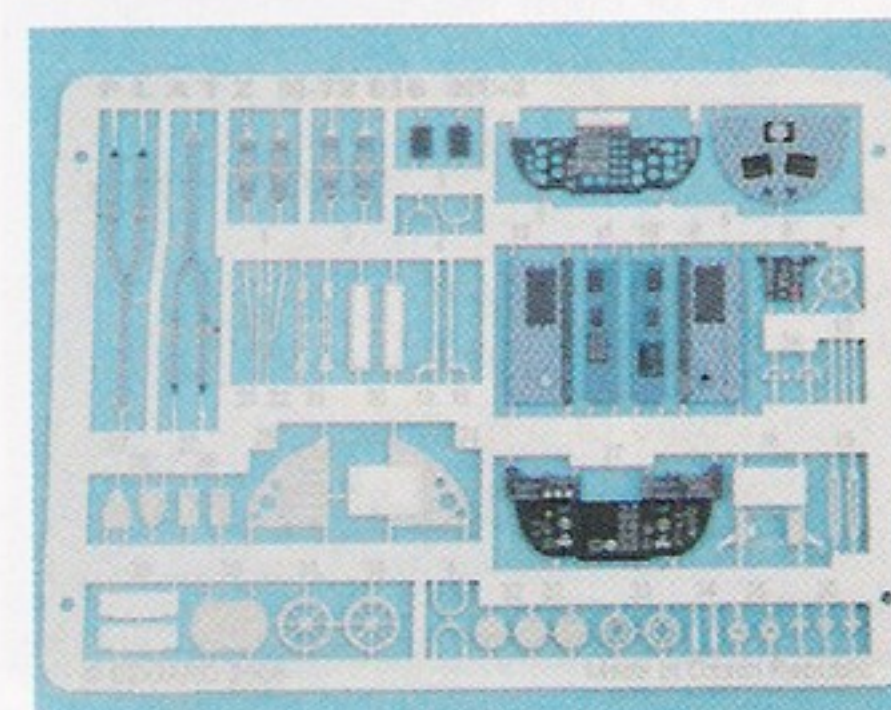
Though it is years since I built a 1/72 kit the MU-2 brass and decal sheet reviewed elsewhere in this issue are on my pending shelf ready for the next reissue of this classic kit from



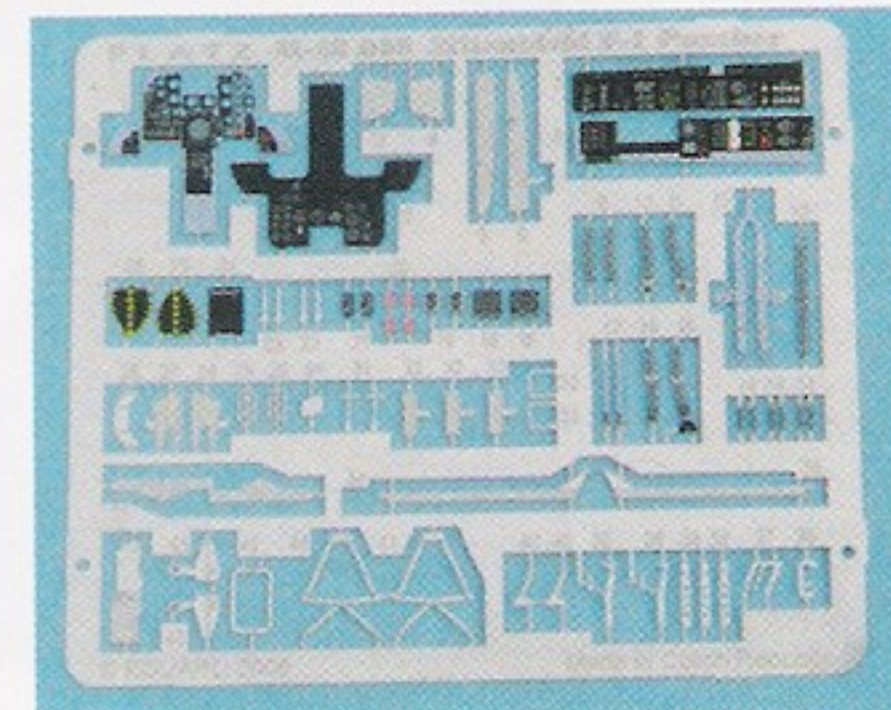
JASDF F-2A



JASDF F-2B



JASDF MU-2



JASDF F-1

Hasegawa and I have also been eyeing up a 1/48 Mitsubishi F-1 that is looking for a home on my local model shop shelves.

Our thanks to Platz for the review samples. The best way to get these sets is from Hobbylink Japan.

● SAMI

Big Boxes

AVIONIX

The Avionix range used to be known as Black Box but since last year now comes under the Squadron/Signal umbrella.

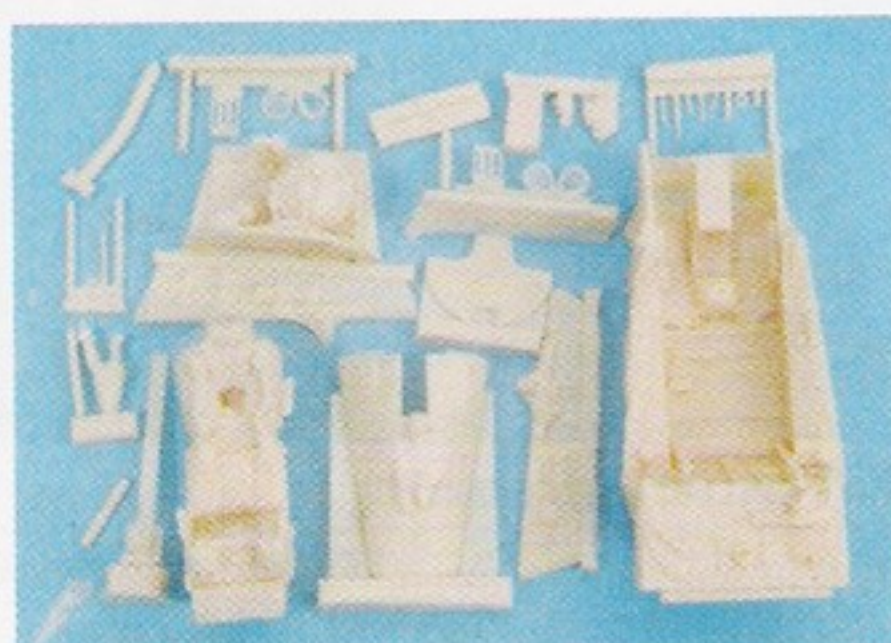
Their latest releases supply the normal well detailed resin parts with clear instructions that combine black and white photographs with clear text. Some may wonder why one might need to replace the more than adequate cockpit of the Hasegawa P-40, but if you compare the level of detail supplied the difference is startling and with careful painting will look amazing.

1/48

BLC48023 F-105D Thunderchief cockpit set

Designed for: HobbyBoss

Price: £24.30/US\$27.00



BLC32055 F-8E (late) with Mk 7 Seat cockpit set

1/32

BLC32054 P-40E Warhawk cockpit set

Designed for: Hasegawa

Price: £24.30/US\$27.00

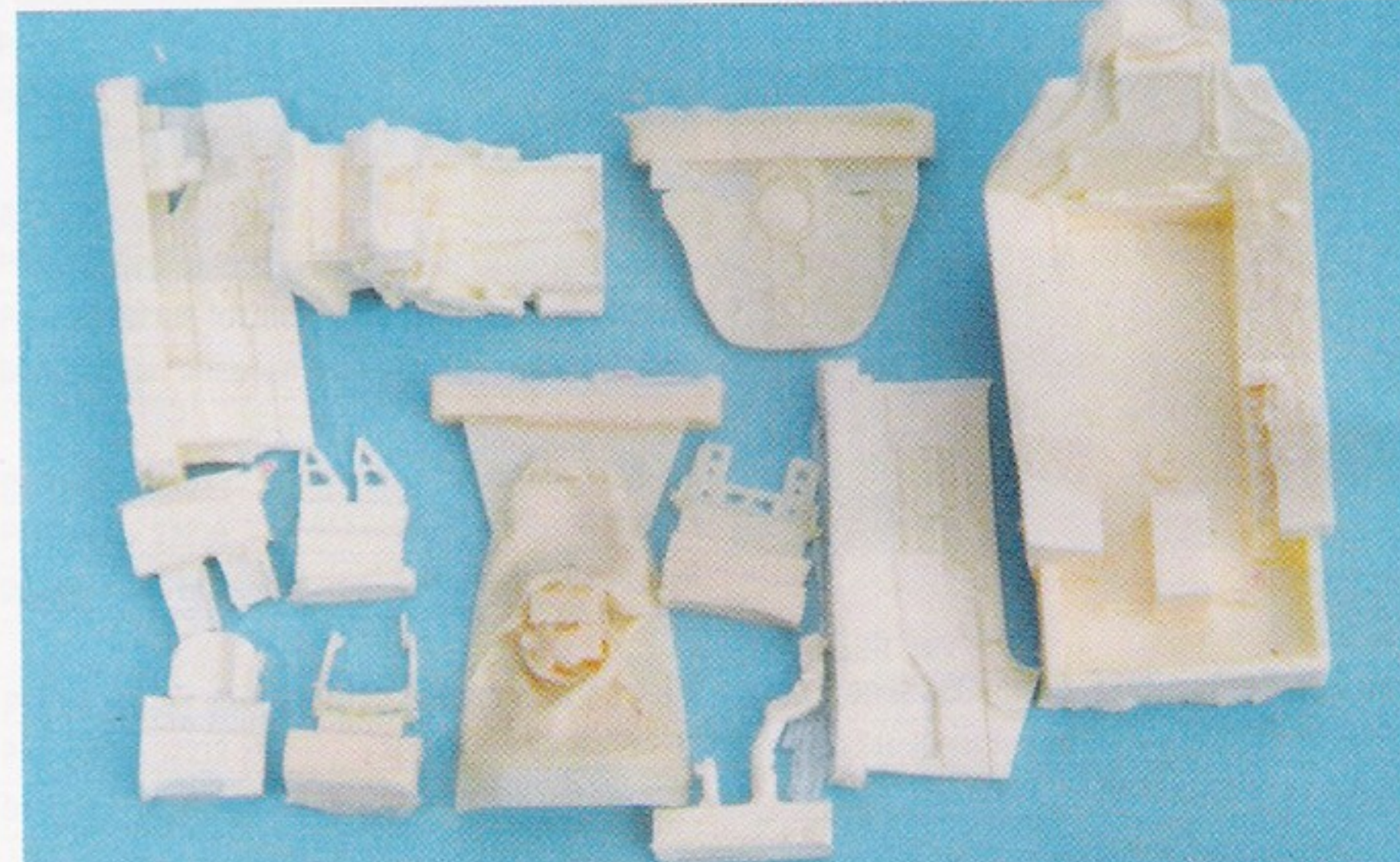
BLC32055 F-8E (late) with Mk 7 Seat cockpit set

Designed for: Trumpeter

Price: £32.40/US\$35.96

Conclusion

These sets tend to sell out fast so if you are interested in any set produced by

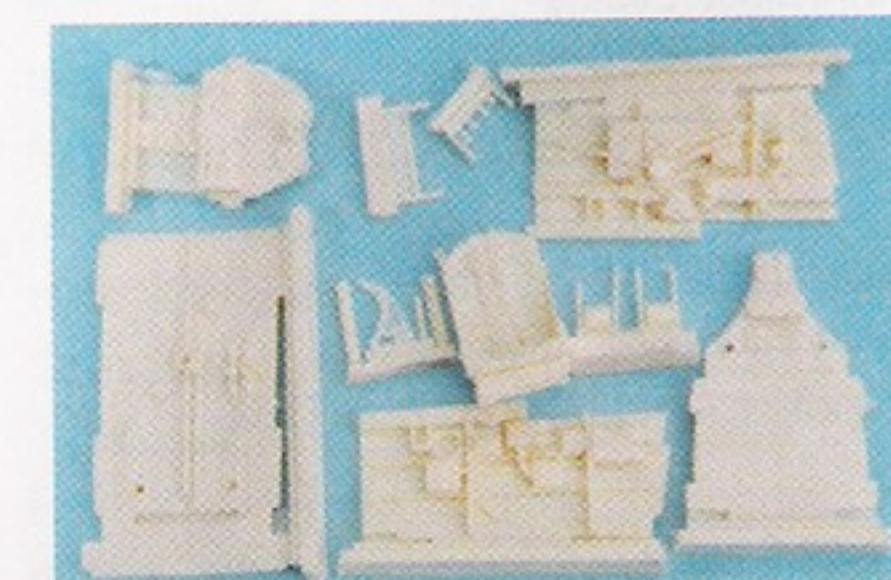


BLC48023 F-105D Thunderchief cockpit set

Avionix you should visit www.squadron.com sooner rather than later.

Our thanks to Squadron/Signal for the review sample which can be purchased online from their website.

● SAMI



BLC32054 P-40E Warhawk cockpit set

Further Adventures of Scaling Down

RETROWINGS

Retrowings is a new venture from established manufacturer Retrokit, better known for their 1/72 armour kits.

Initially released is a very timely set of 8-blade Hamilton NSP2000 Propellers for the recently reissued Revell E-2C Hawkeye kit, and we are very pleased to note that it is not going to end there, as a Hawkeye wingfold and E-2A conversion are both listed as imminent. Ever greedy for more, of course, now we all want a C-2 Greyhound. Patience, chaps. The cup is more than half full!

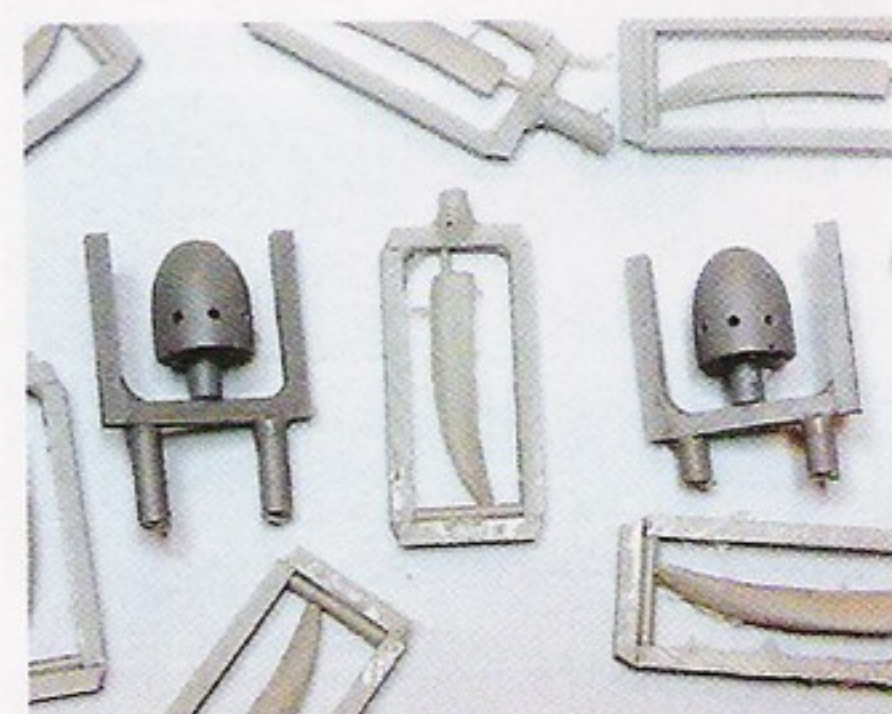
This is a significant development in the Scaling Down firmament...

RW44001 8-blade Hamilton NSP2000 Propellers

Price: €8.99

This set consists of eighteen finely cast resin parts, allowing the two propellers to be modelled in normal flying mode or fully feathered. A small decal sheet provides the Hamilton logos and the black portion of the leading edge of each blade. The instruction sheet includes historical as well as building, painting and decalling tips.

These props are being retro-fitted to



all existing E2-Cs, so can be added to the Revell kit with no further ado.

Available via the website at

www.retrokit.net

● SAMI

RETROWINGS

www.retrokit.net



RW44001

8-blade Hamilton NSP2000 Propellers

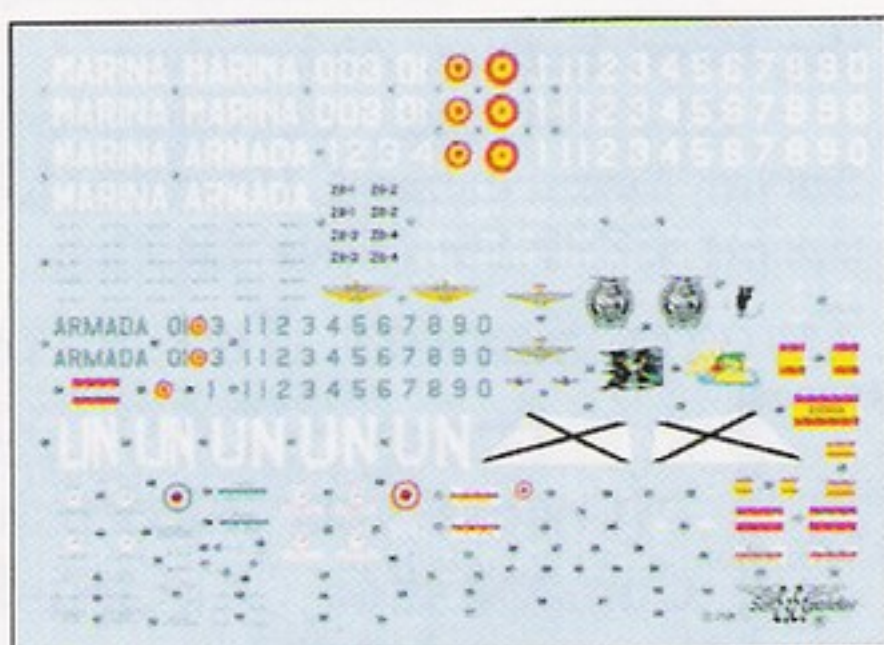
(for Revell's 1/144 Grumman E-2C Hawkeye kit)

Decals

Spanish Huey

SERIES ESPANOLAS

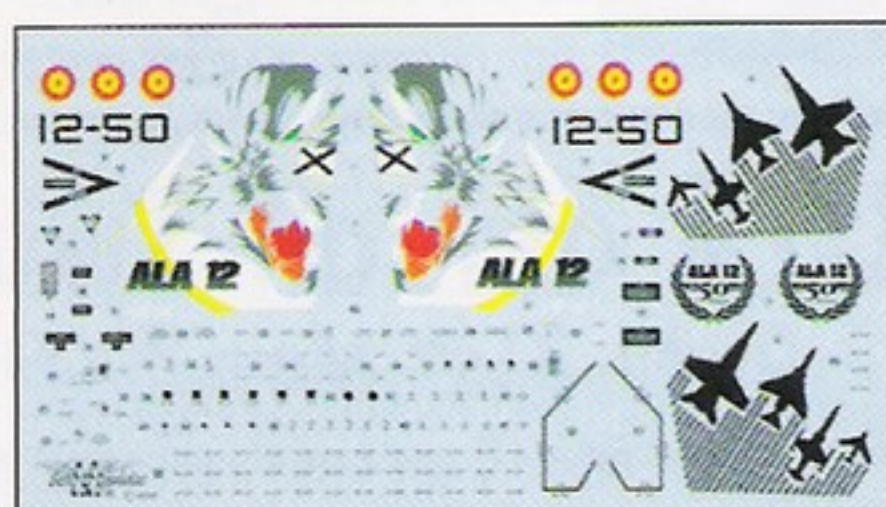
The latest sheets from Series Espanolas continue their efforts to cover the many attractive schemes carried by the Spanish Air Force and Navy. This time we have a very attractive F-18 Hornet in



SE2748 Armada Espanola Tercera
Escuadrilla AB-204 AS (UH-1 B) AB-212
(UH-1 Twin Huey)

a 50th anniversary scheme with a large black cougar's head on the tail. The second is for the UH-1 Huey operated by the Spanish Navy in both B and N variants in overall dark blue, some with Day-Glo orange panels or low-viz greys.

The instructions show a number of options but as the manufacturer supplies a number jungle and a list of serials and codes you can reproduce nearly any Spanish Navy Huey.



SE2948 Ala 12 50th Anniversary

Both sheets come with full colour instructions and are available in 1/48 and 1/72.

1/72

SE2748 Armada Espanola Tercera
Escuadrilla AB-204 AS (UH-1 B) AB-212
(UH-1 Twin Huey)

- 1. AB-204 AS. *Marina Espanola* (2nd Esquema)/Z.8-4
- 2. AB-212 ASW. *Marina Espanola*/Z.18-8
- 3. AB-212. *Armada Espanola*/HA.18-4
- 4. AB-204. *Marina Espanola* (1st Esquema) Z.8-2
- 5. AB-204. *Marina Espanola* (3rd Esquema) Z.8-1
- 6. AB-212 ASW. *Armada Espanola*/HA.18-10

1/48

SE2948 Ala 12 50th Anniversary

- 1. EF-18A *Ejercito Del Air*, ALA 12 50 Anos (Anniversary)

Conclusion

The quality of these decals is first class, the printing is to a very high standard and the instructions show clearly the position of the decals and include FS numbers for the camouflage colours. If you have an interest in Spanish operated aircraft you should visit Series Espanolas website at www.series-espanolas.com where you can order their sheets and view their entire range.

● SAMI

Themed Schemes

IMPACT DECALS

Now here's a nice idea from Impact decals - a set of sheets that will trace the history of an important unit through its aircraft. The first sheets covers the piston-powered aircraft of VMF-225/VMA-225 between 1943 and 1958 and includes three types of F4U Corsair and two Skyraiders. Though most of the kits can be built straight from the box the 1955 Skyraider will require some modification to the Tamiya kit to backdate it to this version. The decals are well printed by Cartograf and supply all the major markings, though stencils will have to come from the kits' sheets. The instructions are in full colour and supply clear four-view drawings and a colour guide using FS numbers.

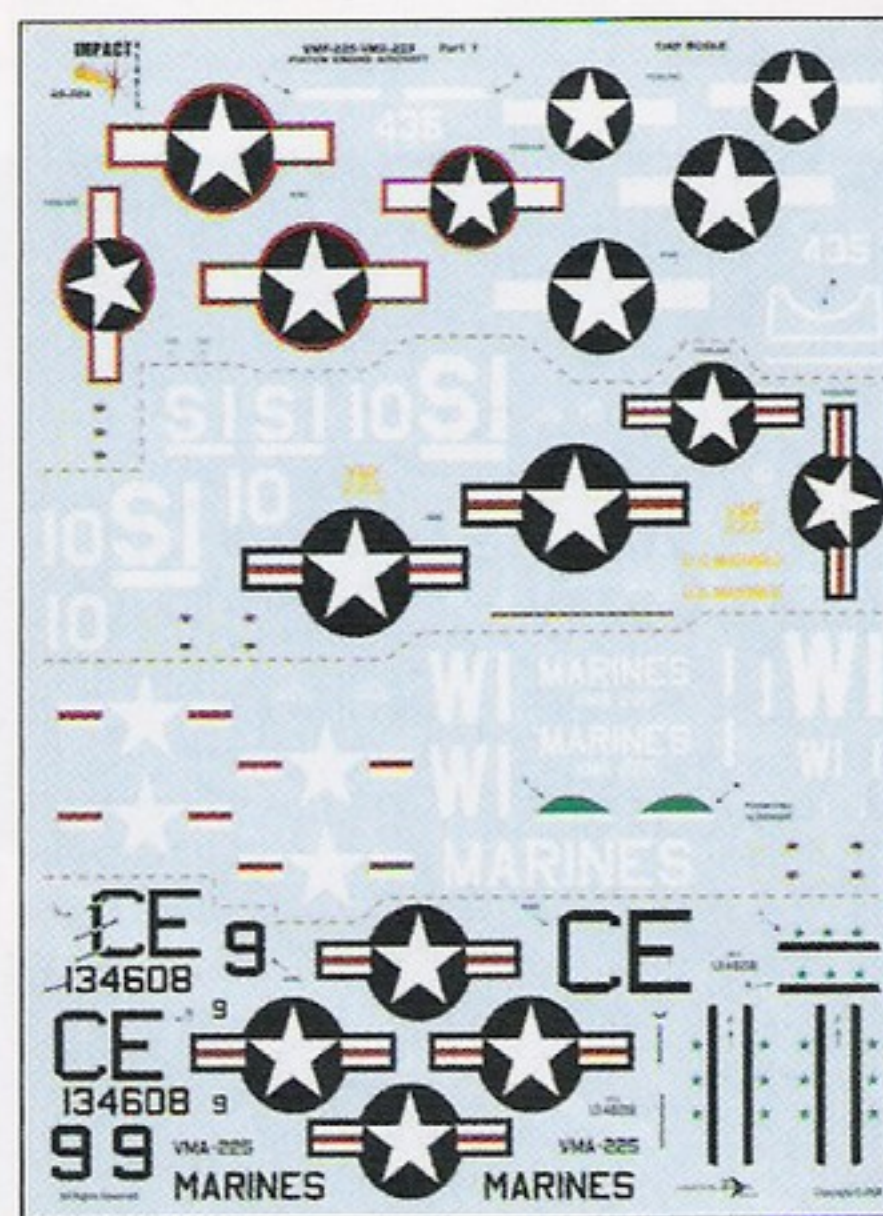
1/48

IM48-004 VMF-225/VMA-225 Part 1 Piston
Engine Aircraft 1943-1958

- 1. F4U-1 BuNo. 02435 1943. VMF-225, based at Vella Lavella, Solomon Islands after national insignia were modified
- 2. F4U-4 BuNo. 96802 1947. VMF-225, *USS Siboney* (CVE 112)
- 3. AU-1 BuNo. 133837 1952. VMA-225, NAAS Edenton, NC
- 4. AD-4B BuNo. Unknown 1955. VMA-225, NAAS Edenton, NC
- 5. AD-6 BuNo. 134608 1957. VMA-225, NAAS Edenton, NC

Conclusion

This is one of those sheets where it is possible to build all the options without



getting bored due to the different camouflage schemes and variants

represented, all linked by a common theme.

The second sheet in this series should be available by the time you read this and will cover the jet aircraft of VMA225, the A-4 Skyhawk and A-6 Intruder

Impact decals are now stocked by Hannants though at the time of writing they are not showing this decal sheet. Not a problem as they can be ordered directly from the manufacturer for \$22 at www.impacthobbydecals.com or via surface mail at Impact Hobby Decals, 13307 N. Etna Green Dr. Camby, IN 46113, USA or email impacthobbydecals@yahoo.com

● SAMI

Sweet Kings

STARFIGHTER

The growth of 1/144 has led to a growing number of aftermarket decals, and the release a couple of years ago by Sweet of a SH-3 Sea King has encouraged Starfighter to supply alternative markings for two aircraft in the classic Gull Grey over white scheme.

The decals are accurately printed, in perfect register, and supply all you need to build both options. This sheet is printed using an ALPS system so the decals are more delicate than you may

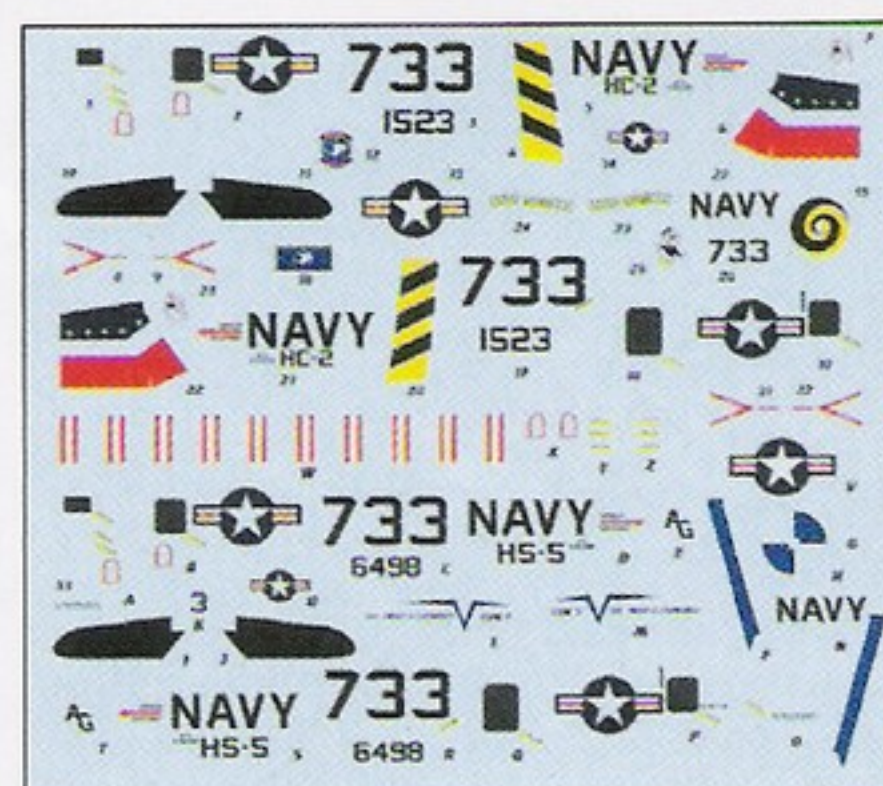
be used to and are also covered by a one-piece carrier film.

Starfighter do point this out on their full colour instruction sheet, and as long as you are aware of this before you start you will have no problem applying the decals to your model.

1/144

144-131 SH-3H Sea Kings

- 1. SH-3H Sea King, 733, HC-2. This helicopter has a black and yellow fuselage band and a swirl on the top



- of the rotor head
- 2. SH-3H Sea King, 733, HS-5. This

option has a blue fuselage band and a blue and white quartered rotor head

Conclusion

Will I be able to persuade the Editor that he needs another little chopper on his display shelf? I may do as these decals will provide an attractive alternative to the Sweet kit's markings.

The full Starfighter range can be seen online at www.starfighter-decals.com

● SAMI

Muccho Macchi

CHRIS BUSBRIDGE DECALS

Regular readers will be aware of Mr. Busbridge's expertise in all things



Italian, and given the breadth of his knowledge in this field we have no hesitation in recommending this current decal release, designed for the Pacific Coast Models' kit reviewed in last month's issue.

1/32

CB32001 I Veltro Del Gatto Nero. Black Cats Veltros

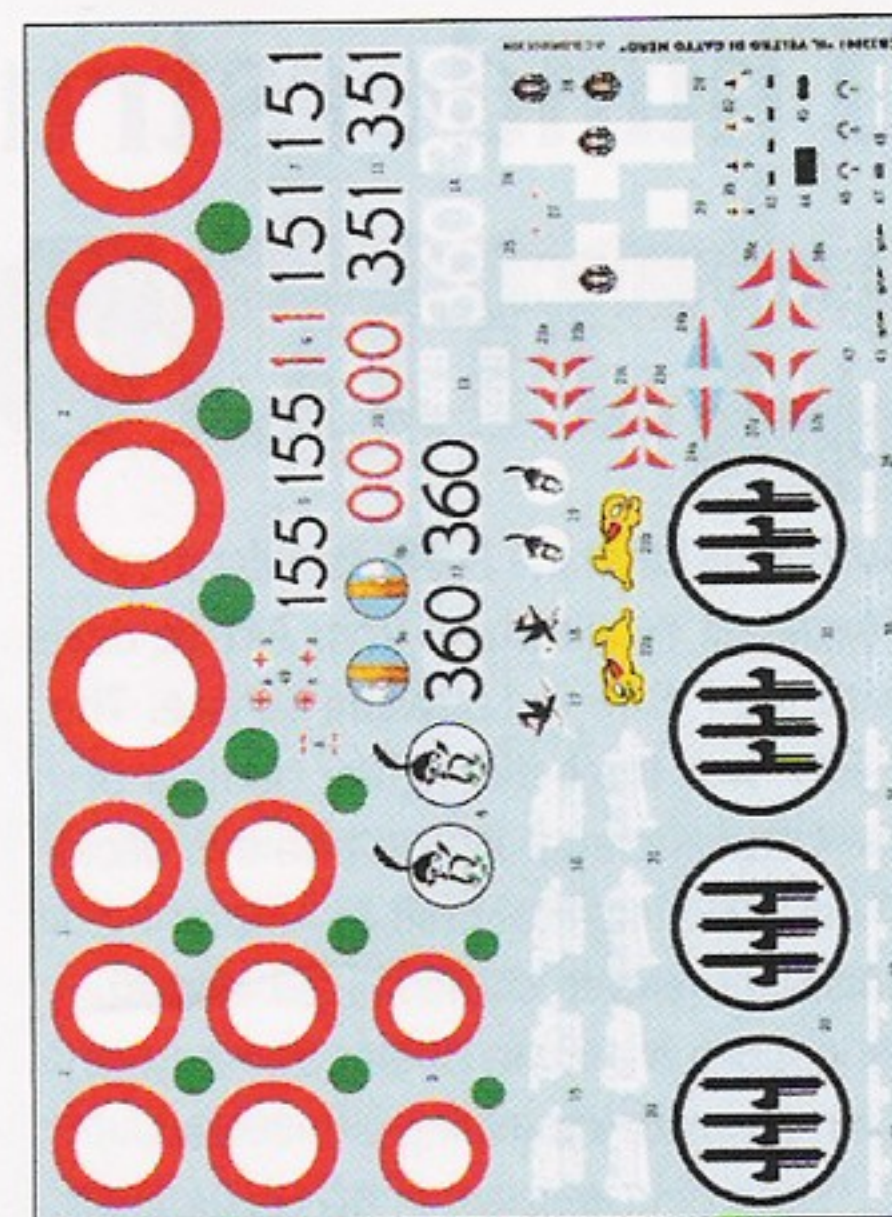
A choice of three *Regia Aeronautica* and three *Co-Belligerente* schemes designed for the Pacific Coast Models

Macchi C.205 Veltro.

This is a strictly limited run of only 120, so readers are advised to stick their oar in quickly. Sheets should be available via Hannants, Cammett and Freightdog.

Readers interested in modelling the *Regia Aeronautica* are recommended Chris' website at www.superaereo.com, a comprehensive modellers' resource dealing exhaustively and expertly with the subject.

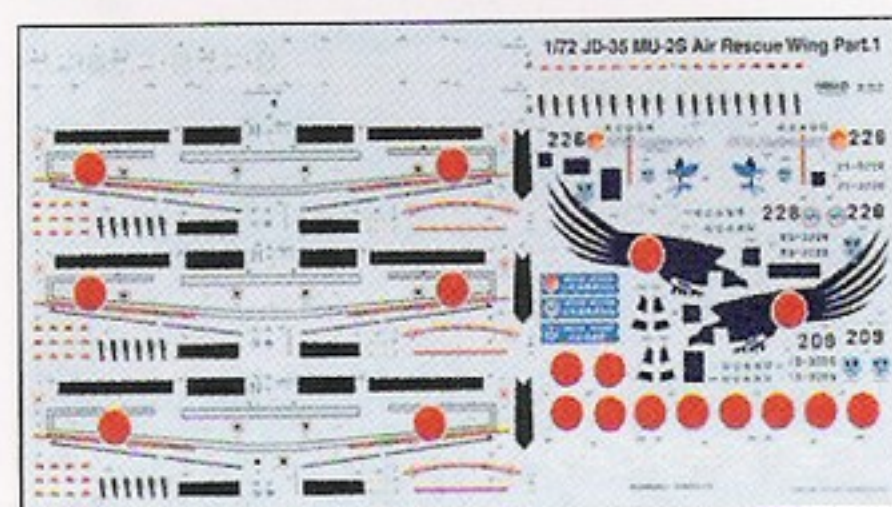
● SAMI



Amazing Place

PLATZ DECALS

More years ago than I care to admit I built the Hasegawa MU-2 when this manufacturer's kits were still hard to find and considered very exotic. I was



attracted by its colourful markings and the incongruity of this twin turboprop in amongst my more warlike aircraft.

Now Japanese manufacturer Platz have released an impressive sheet for this type. The three options are in the aircraft's standard white and yellow scheme with day-glo tip tanks that the type has carried for thirty years, but two carry anniversary markings applied to the rear fuselage in shades of blue.

The decals are to a very high standard and include every possible stencil and detail as well as national

insignia, squadron badges and special markings. Enough items are supplied for all three options.

1/72

NBM-21 JASDF MU-2S 50th Anniversary

- 1. MU-2S, 23-3226 Air Rescue Wing 50th Anniversary
- 2. MU-2S, 13-3209, Air Rescue Wing 50th Anniversary
- 3. MU-2S 63-3228 Air Rescue Wing, Hammamatsu Air base, Japan

Conclusion

This is an attractive aircraft. I remember the MU-2 was a pleasant build and I would be very tempted to revisit this kit so I can use these attractive markings.

The best way to get these sheets is from HobbyLink Japan where they cost about £12 plus postage. The only downside is that Platz sheets tend to sell out very quickly, especially if they are colourful, so if you see one you like buy it sooner rather than later.

● SAMI

Adler's First

EAGLE CAL

Well it is hardly surprising that Eagle Cal is one of the first to produce decals for the new Eduard kit, and for those familiar with this manufacturer's product they will be aware that it is highly unlikely anyone will make a more accurate decal for the E-1.

Each decal sheet supplies markings for four options plus one full set of airframe stencils as well as a large selection of national insignia. By combining these sheets with the stencils supplied in the kit you can produce every option on the Eagle cal sheets.

1/32

EC120 Messerschmitt Bf 109E-1 Part One

- 1. Messerschmitt Bf 109E-1 Yellow 14. Pilot unknown. 6.(J) Tragergruppe 186. Winter 1939/40
- 2. Messerschmitt Bf 109E-1 Yellow 12. Pilot unknown. 6/JG 26. Fall 1940
- 3. Messerschmitt Bf 109E-1 Yellow 3. Pilot unknown. 6/JG 52. March 1940
- 4. Messerschmitt Bf 109E-1 Black Chevron. Lt. Josef Priller. Stab I/JG 51 Fall 1939.

EC121 Messerschmitt Bf 109E-1 Part Two

- 1. Messerschmitt Bf 109E-1 White 13. Hptm. Helmut Henz. 4/JG27. April 1941

- 2. Messerschmitt Bf 109E-1 Red 1. Oblt. Gert Framm. 2/JG 27. Spring 1940
- 3. Messerschmitt Bf 109E-1 Red 16. Oblt. Fritz Losigkeit. 2/JG 26. March 1940
- 4. Messerschmitt Bf 109E-1 Yellow 12. Pilot unknown. 9/JG 52. Spring 1941

EC122 Messerschmitt Bf 109E-1 Part Three

- 1. Messerschmitt Bf 109E-1 Yellow 12, Fw. Ernst Arnold. 3/JG 27, August 30, 1940

- 2. Messerschmitt Bf 109E-1 White 2. Fw. Paul Boche. 4/JG 52. Fall 1940
- 3. Messerschmitt Bf 109E-1 Yellow 10. Pilot unknown. 6/JG 54. Fall 1940
- 4. Messerschmitt Bf 109E-1 Black 13. Pilot unknown. 2/JG 77. Summer 1940

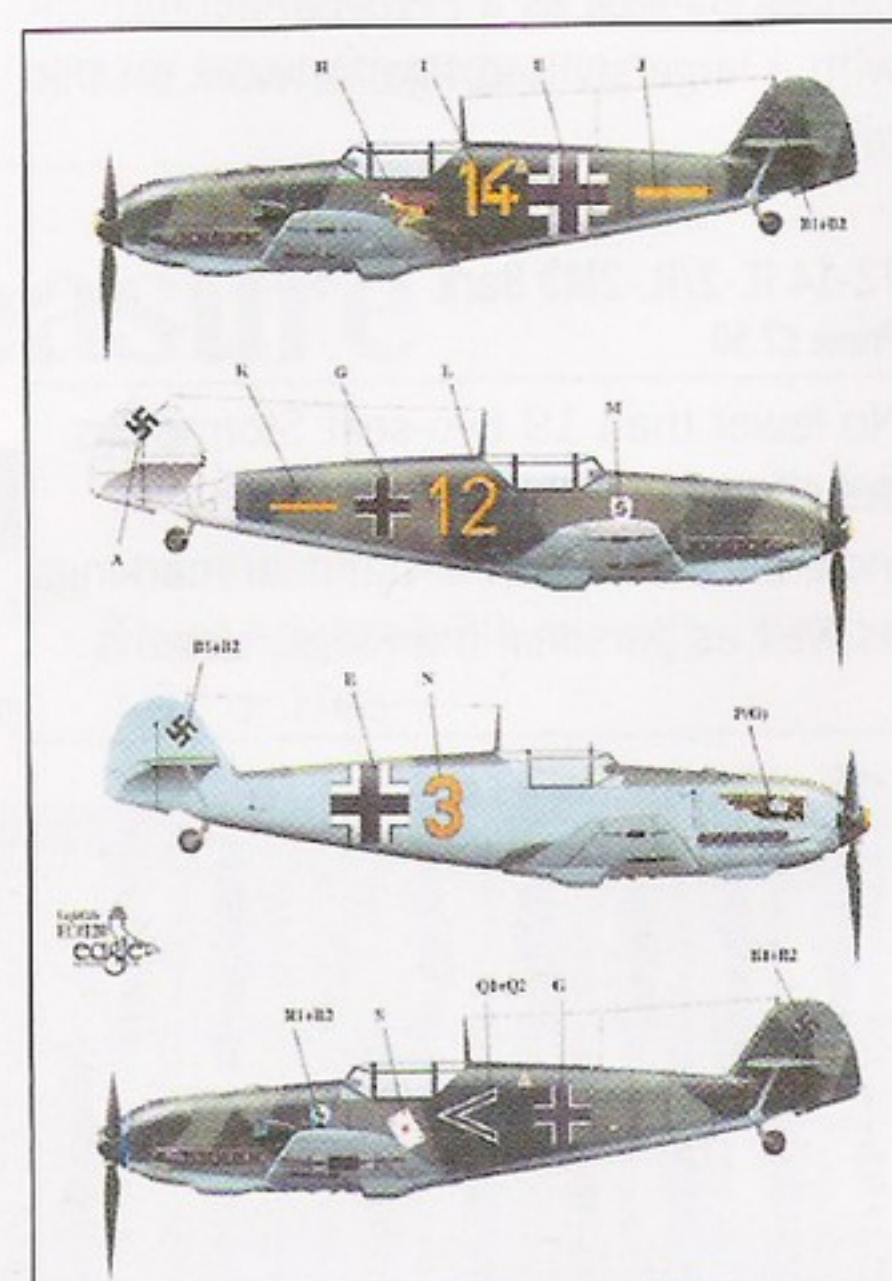
Conclusion

I do not think the two Eduard kits I have purchased and added to my 'to do' pile are going to be enough, as there are so many attractive options on these sheets, from the white-tailed example in the

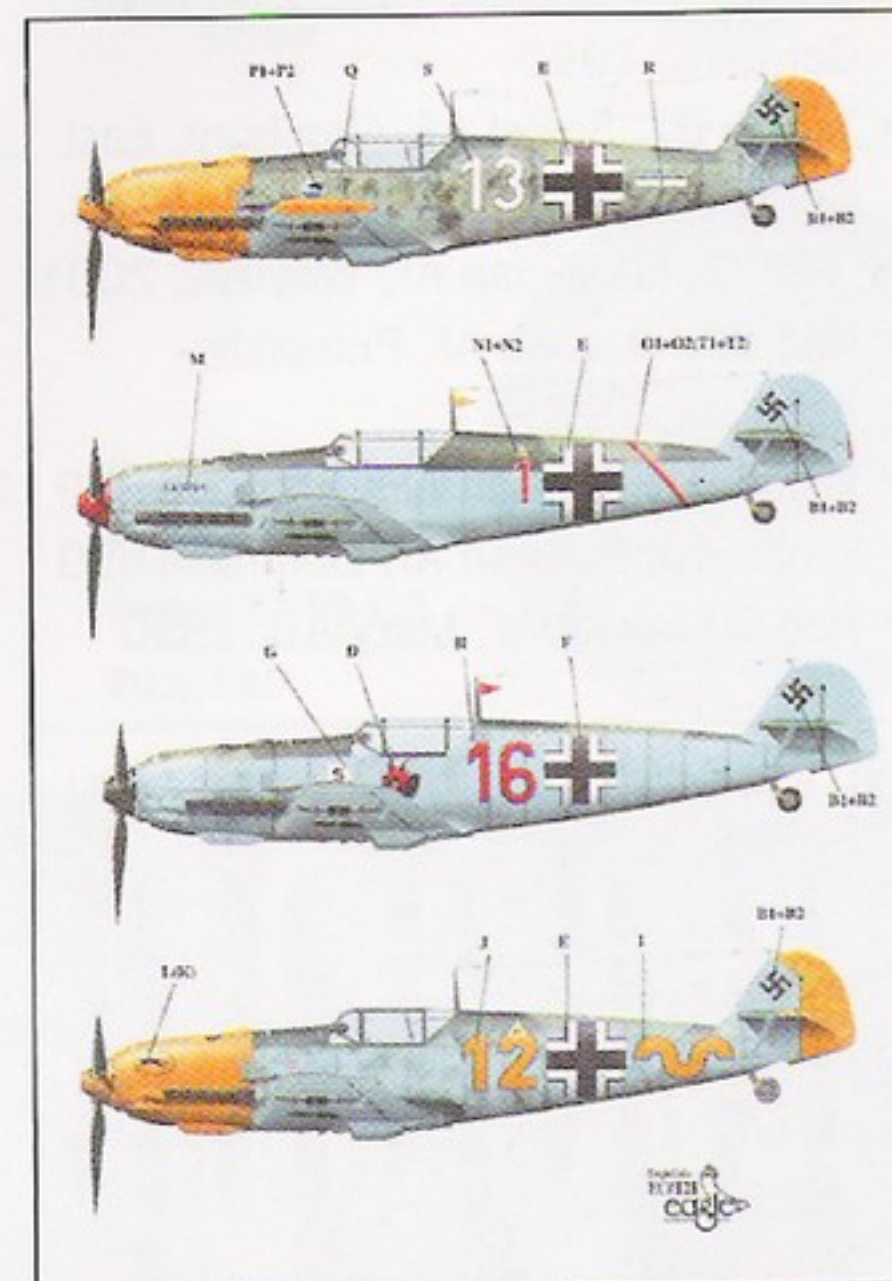
early pre-war camouflage to the yellow-trimmed Battle of Britain example with a heavily mottled finish - so many choices, so little time! Of course this is just the first version to be released by Eduard and I am sure that Eagle Cal will give the next four variants the same treatment in due course. Now, how do you arrange a second mortgage?

All Eagle's sheets can be ordered, with the rest of the range, from the Eagle Edition website at www.eagle-editions.com

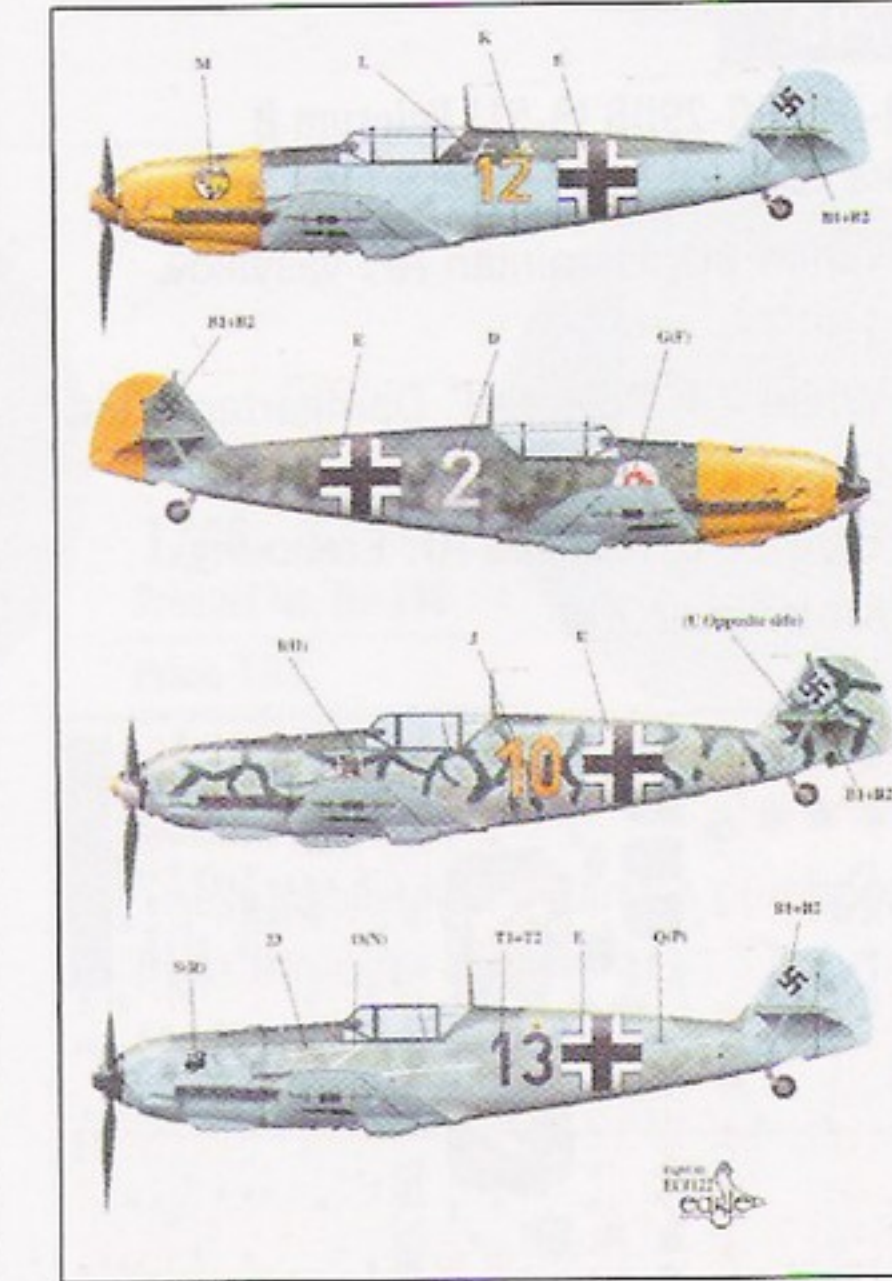
● SAMI



EC120 Messerschmitt Bf 109E-1 Part One



EC121 Messerschmitt Bf 109E-1 Part Two



EC122 Messerschmitt Bf 109E-1 Part Three

Thunderstruck

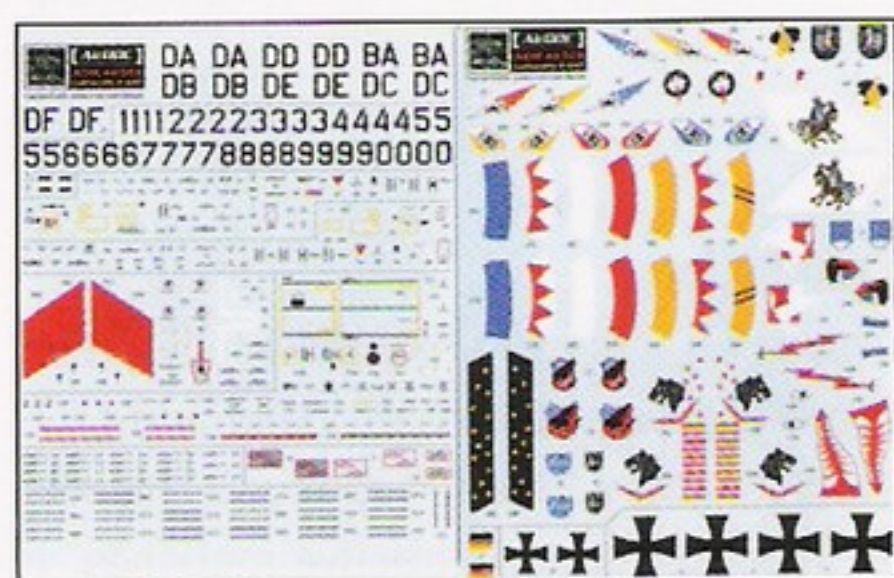
AIRDOC DECALS

1/48

ADM48008 Luftwaffe F-84F Thunderstreak

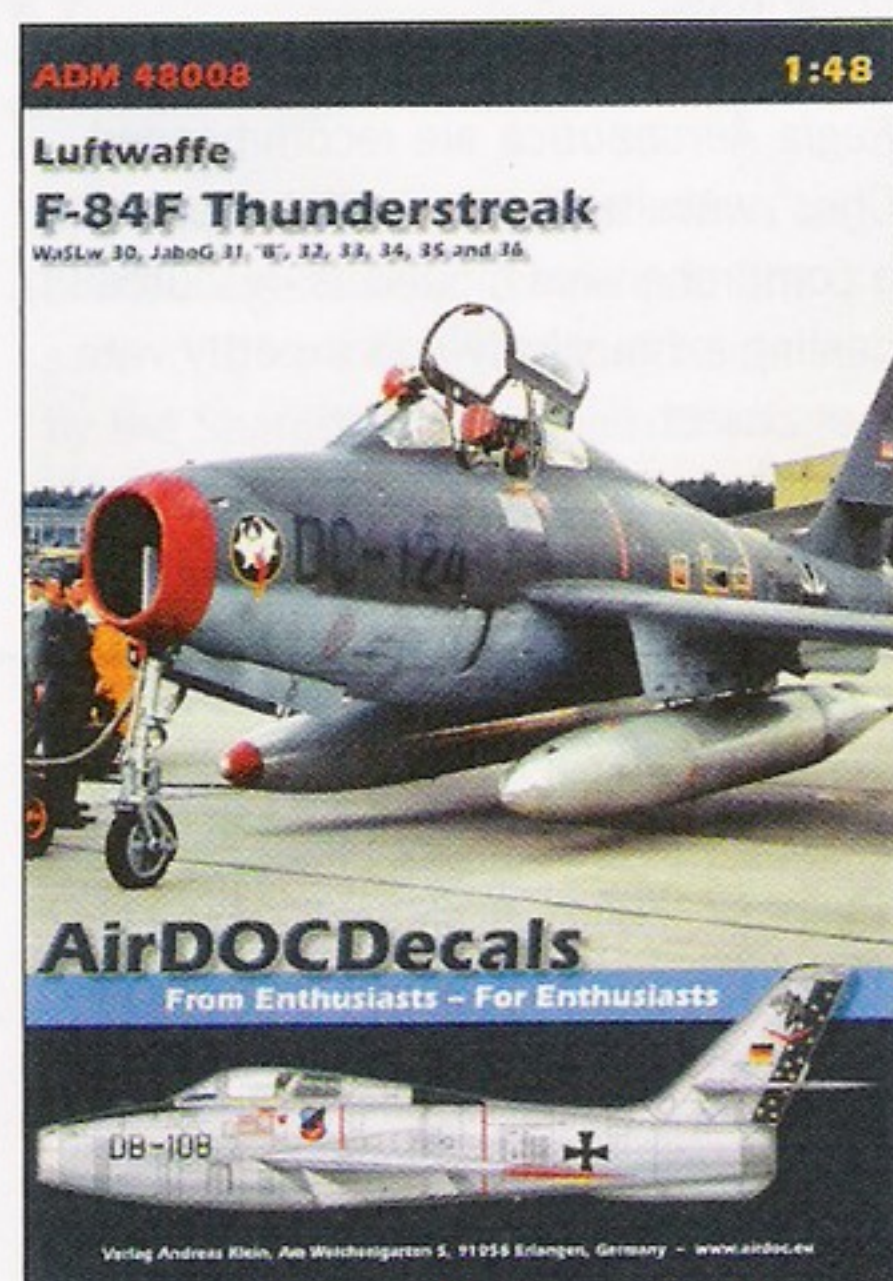
The latest decals sheet from AirDoc deals with the F-84F in Luftwaffe service. The F-84F was the initial fighter bomber of the Luftwaffe after WWII, and this decal sheet offers eight aircraft in natural metal finish and eleven camouflaged aircraft. All options are more or less flamboyant, and complete stencilling is provided.

The instructions are in full colour and contain all information that is needed. This



decal sheet is ideal for anyone tackling the new Kinetic F-84F in Luftwaffe colours. You can be sure, with this set, you will achieve an excellent result.

● SAMI



Streak Wise

GUNSIGHT GRAPHICS

A new idea from a new company has been launched by Gunsight Graphics. Their first decal sheet supplies the streaked finish seen on Fokker Dr.1s and D.VIIs. The decals are supplied on a



large A4 sheet, which is divided into two sections, each with a different streaking effect. The colour finish appears spot-on with the latest research and an A4 instruction sheet supplies information on how to apply these decals to your model.

1/48

German Fokker Streaked Camouflage

Conclusion

Though the sample we received is in 1/48 a 1/72 version will be available by the time you read this. For ordering you need to contact the manufacturer by Email at seanbriankirby@gmail.com or via surface mail at Gunsight Graphics, P.O. Box 13355

Arlington, TX 76094, U.S.A.

● SAMI

Get Real

AUTHENTIC DECALS

A number of interesting sheets have arrived from the Ukraine for review from Authentic Decals – readers may recall we reviewed some of their items in Vol. 14, including an excellent set for the IL-76 in 1/144. This time round we have sheets in 1/72 and 1/48 including a variety of Post Soviet subjects, as well as another 1/144 set, this time for the Tu-160 Blackjack.

Most sets include stencilling, with two sheets provided in the 1/48 sets to allow this. Images are matt, but on separate carrier film, and are well printed and in good register. Instructions are black and white, but feature complete guides for stencil and markings placement, as well as colour references cross-referenced to FS, Humbrol, Revell, Gunze Sangyo and Model master.

1/48

48-04 MiG-29UB (9-51) Fulcrum B

Price: £9.77

- White 80, Ukrainian AF, Vasylov, 1999
- White 74, Soviet AF, Damgarten, East Germany, 1994
- Blue 101, Russian AF, Ereboyny, Armenia, 2004



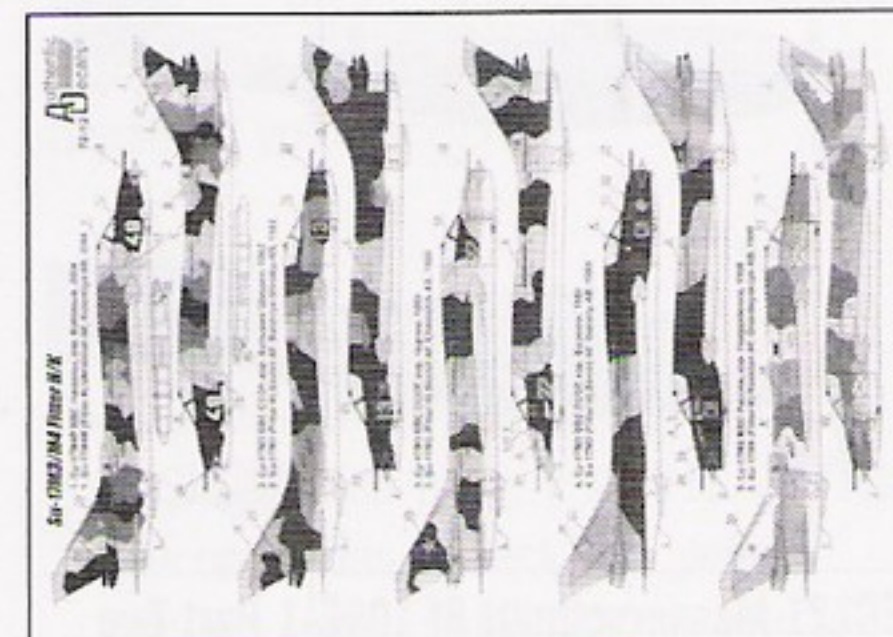
- White 75, Russian AF, Domna, 1998
- Red 71, Russian AF, Zernograd, 2004
- Blue 102, Russian AF, Ereboyny, Armenia, 2004
- White 64, Soviet AF, Wittstok, East Germany, 1994
- White 71, Russian AF, Domna, 1998
- Red 89, Russian AF, Primorsko-Akhtarsk, 1996

Also available in 1/72 as #72-04

48-11 MiG-29 (9-12) Fulcrum A Part 1

Price: £9.77

- White 36, Soviet AF, Wittstok, East Germany, 1990
- Yellow 07, Soviet AF, Altenburg, East Germany, 1990
- Red 72, Ukrainian AF, Vasylov, 2001
- Red 32, Russian AF, Primorsko-Akhtarsk, 1999
- White 01, Russian AF, Domna, 1999
- White 40, Russian AF, Domna, 1999
- Red 08 Soviet AF, Mary AB, 1990



- Blue 26, Ukrainian AF, Starokonstantinov, 1993
- Yellow 09, Ukrainian AF, Saky, 1993
- White 48, Ukrainian AF, Moukachevo, 1993

Also available in 1/72 as #72-11

1/72

72-12 Su-17M3/M4 Fitter H/K

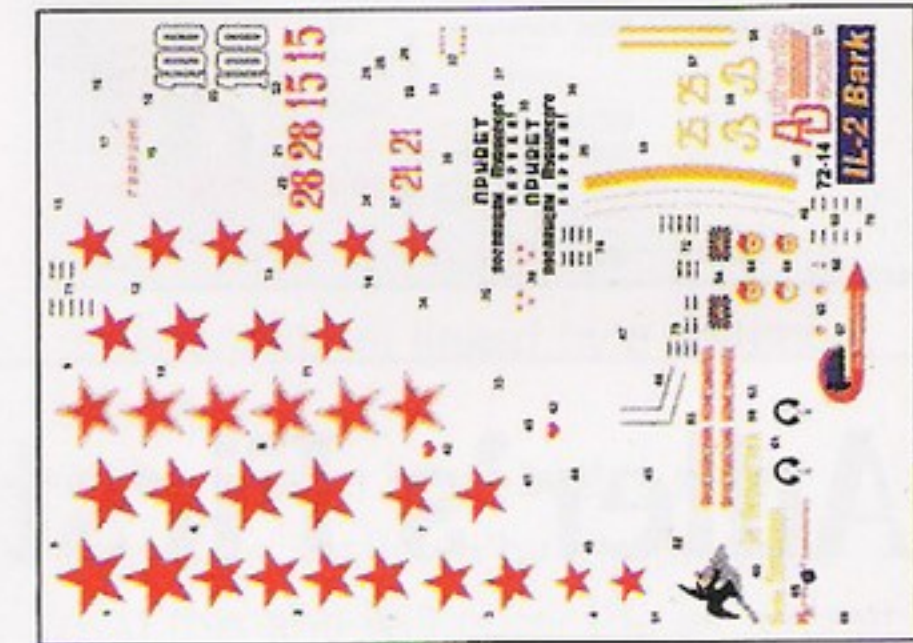
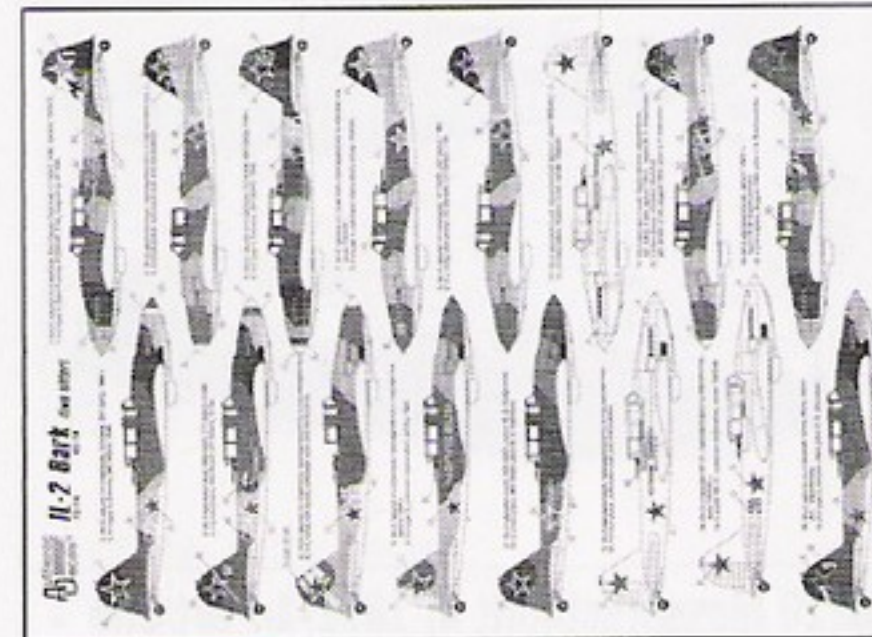
Price: £6.11

This sheet features eight aircraft from the Soviet, Russian, and Ukrainian Air Forces, as well as a Peruvian aircraft with a large stylised tiger artwork on the tail.

72-14 IL-2/IL-2M3 Bark

Price: £7.50

No fewer than 19 two-seat Stormoviks are covered on this sheet, which includes a selection of national markings as well as personal markings, slogans



and artwork for aircraft in both summer and winter schemes

1/144

1/144-07 Tu-160 Blackjack

Price: £6.11

Individual markings are included for fourteen aircraft, thirteen from the Russian Air Force between 2001 and 2007, and one from the Ukraine in 2004

Some very unusual subjects are represented here, and fans of former Soviet aviation in the modern age can rejoice in what are some pretty unique products. Hannants import the range to the UK, but Authentic Decals are marketed as part of the Olimp Models Group, and the website can be found at www.olimpmodelsgroup.com

● SAMI



Modelling Products

Airbrush Evolution

HARDER & STEENBECK

Just received from Little-Cars.com are two new airbrushes from the Harder & Steenbeck range, which the company is now stocking in the UK. This German manufacturer is aimed at the top end of market currently dominated by Iwata, and certainly their products have the same high quality feel, but this is combined with a unique feature that I have never seen on any other airbrush.



Hansa 3813

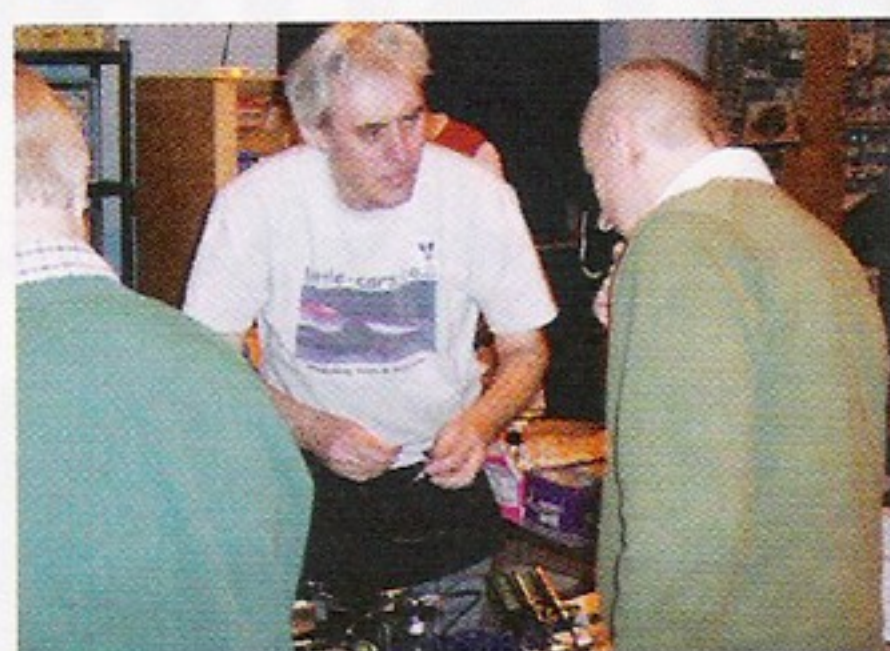
Price: £95

The Hansa is the sexiest airbrush I have ever seen with its overall satin black finish - it just looks the business. In my hands it did not feel as well balanced as the slightly more expensive Evolution but still has a pleasant weighty feel. Though the operating controls feel like a single action it is described as a controlled double action. As you pull the trigger back slightly you activate the air flow, and as you progressively pull back further more air and paint is added. At the rear of the brush is a knurled knob that allows you to control the amount of rearward movement available to the trigger, and this makes producing lines of consistent thickness a doodle.

Now for that unique feature - the large 5ml cup at the top of the brush



unscrews and can be replaced by an optional 2ml cup, which makes quick colour changes simple, and also makes it very easy to clean your brush vigorously at the end of a painting session, something that I am often negligent about.



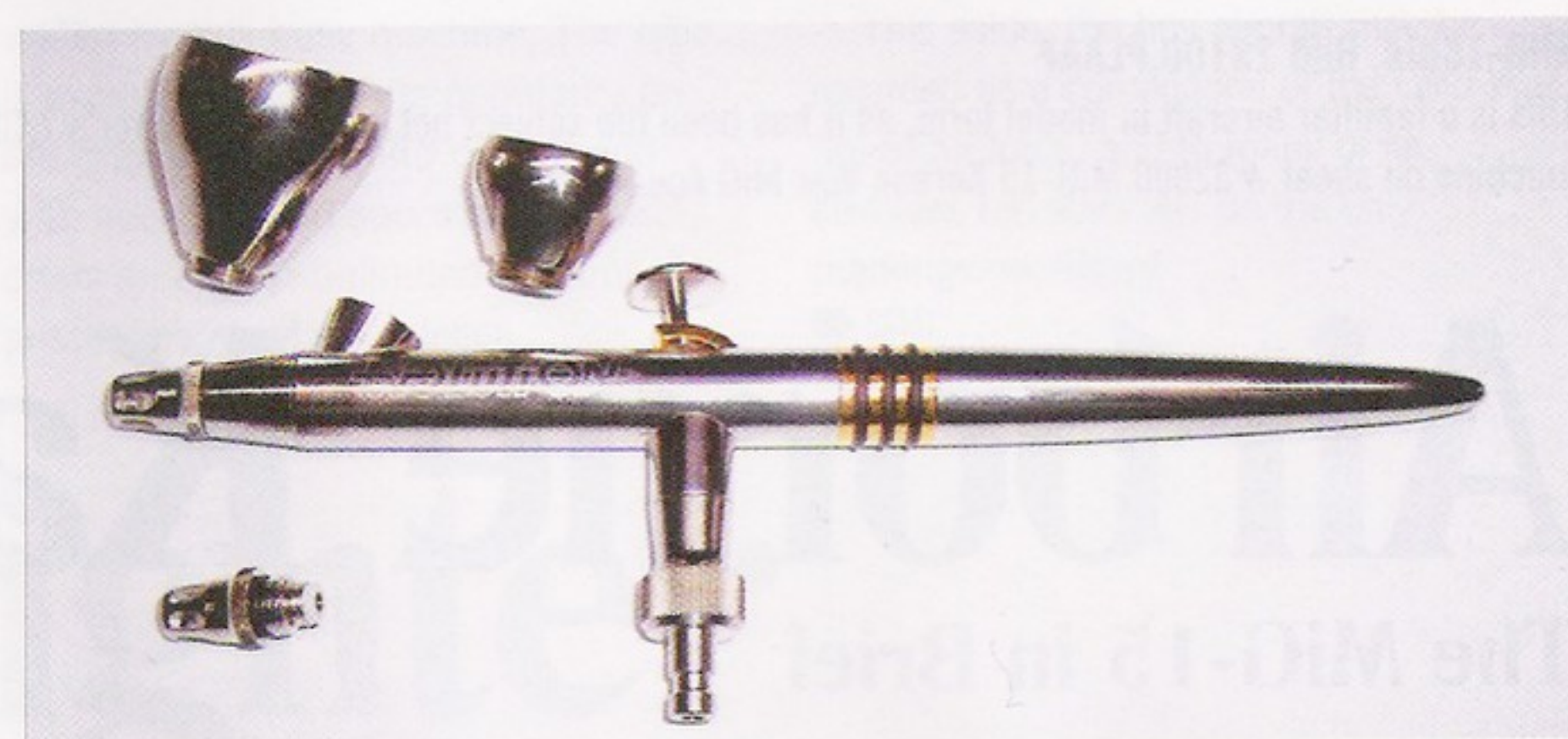
Little-Cars are always willing to demonstrate airbrush equipment, and the comprehensive stand is a fixture at UK model shows

Evolution

Price £118

Though I liked the Hansa I fell in love with the Evolution. I can't explain why but it just feels so natural in my hand, with perfect balance. The double action is smooth and precise so you feel in full control of the painting process. Like the Hansa you have the same removable cups with one 2ml and one 5ml as part of the package. Another bonus is that you are supplied with two sets of needles and heads, the first being 0.2mm, perfect for small detail work, and the larger 0.4mm for areas that require larger coverage.

Little-Cars advised that it would be impossible for me to clog this airbrush, something that acrylic paints can be prone to do. They were right! Despite everything I threw at it I just kept getting consistent results, and an extra bonus was the easy way in which the brush disassembled, which made cleaning a breeze.



Any disadvantages? Well personally I would have liked the restrictor as fitted to the Hansa on this brush (Now available as an extra) but to be honest the controls were so well balanced that I had no problems maintaining a constant pressure to get a consistent fine line.

Conclusion

Both of these brushes are built to a very high standard and though I loved that gorgeous satin black finish on the Hansa,

for the small extra cost the Evolution offers so many options, with all the different parts included in the box, that it really is a one-purchase solution for most modelling requirements. Like all airbrushes you really should try before you buy and at most major model shows you will find the Little-Cars stand where you can try out the

weight and balance of all the brushes they stock. Little-Cars also carry a full range of spares as well as optional parts like the alternative colour cups, although all Harder & Steenbeck brushes come with a comprehensive 24-month guarantee against manufacturing defects.

The full Harder & Steenbeck range can be seen online at www.little-cars.com alternatively they can be ordered by phone on (44) 01234 711980 and seen, of course, at most major shows.

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RB PRODUCTIONS

Radu Brinzan has released another useful tool, this time a set of small rulers

with scale measurements in both metric and imperial marked on each side. These are available currently in either 1/32 or 1/48.

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1/32

Product No: RB-T32

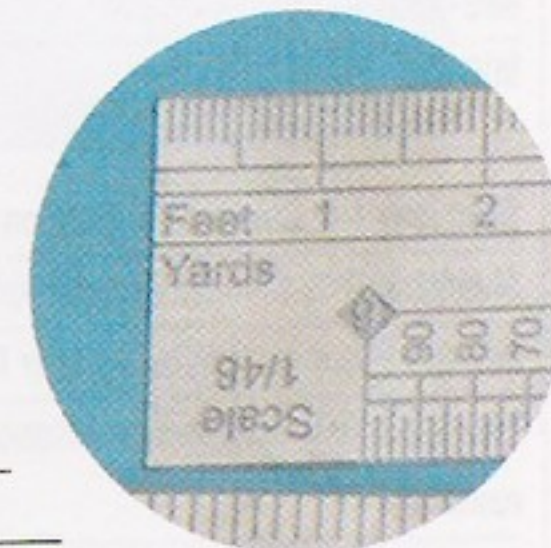
Price: T.B.C



1/48

Product No: RB-T48

Price: T.B.C



Conclusion

These useful items can be purchased from the new website at www.radub.com

● SAMI

Modellers' Profile

No 22



MiG-15bis, Red 26100, PLAAF

This is a familiar aircraft in model form, as it has been the subject not only of Trumpeter's 1/32 kit, but also featured on the boxtop of Dragon's 1/72 release. Aeromaster also included the machine on sheet #32006 MiG-15 Korean War MiG Aces Part II

Airborne Kalashnikov

The MiG-15 in Brief

by Jack Trent

How to précis such a chequered and varied career? Born into a post-war world filled with tension and suspicion, the aircraft came at an early stage to join the growing arsenal of military hardware doled out by the then Soviet Union to its client states, and readers could be forgiven for regarding the type in some circumstances as a sort of airborne Kalashnikov – ubiquitous to a degree, and operated by anyone and everyone with space to park one under a

tarpaulin next to the pick-up truck with the recoilless cannon mounted on the back. Possibly a mistaken perception, but we like to deal in impressions here, and those images of Nigerian-operated trainers in *Model Aircraft Monthly's* 'Airwars piece' on the Biafran conflict were as evocative as they were unusual.

But the aircraft was state-of-the-art once, and was one of the first successful swept-wing jet fighters, earning its spurs in the Korean War, where in the beginning it outclassed all opposition. The type was also a milestone in the development of its successor, the MiG-17. One of the most numerous jet aircraft ever built, MiG-15 production totalled over 12,000, with many more licence built outside the Soviet Union, possibly bringing the total to over 18,000.

The aircraft – NATO reporting name 'Fagot' – is believed to have been one of the beneficiaries of German research. It also benefited to some degree from the use of a licence-built engine based on the Rolls-Royce Nene, the Klimov RD-45, which was fitted to the swept-wing prototype, the I-310. Designated MiG-15, the first production example flew on 31 December 1948, entering service in 1949.

An improved and upgraded variant, the MiG-15bis, entered service in early 1950 with a Klimov VK-1 engine. Some of these were adapted with under-wing hardpoints for unguided rocket launchers or bombs. The MiG-15 was originally intended to intercept American bombers, and to this end was fitted with cannon armament: two 23 mm with 80 rounds per gun and a single 37 mm with 40. This packed a punch in the interceptor



The defecting MiG-15 was taken to Okinawa where it was flown before being disassembled and airlifted to Wright-Patterson Air Force Base, Ohio, in December 1953 where it was reassembled and given exhaustive flight-testing. The United States offered to return the MiG to its rightful owners but when no country claimed ownership it was transferred to the museum in 1957

role, but the slow rate of fire was less practical for dogfighting

A number of variants with minor differences were built, but the most common was the MiG-15UTI two-seater (NATO reporting name Midget), and this served the Warsaw Pact well into the 1970s as an advanced jet trainer.

With such a wide export history, the aircraft's operational service was considerable, and although chiefly

renowned for its participation in the first all-jet dogfights over Korea, the aircraft's initial baptism of fire took place in 1950 during the final phases of the Chinese Civil War, when Soviet-operated machines were deployed to the People's Republic to defend against nationalist aggression from Taiwan. Korean War service saw the diminutive jet superior to anything it encountered, apart from the F-86, and although statistics differ considerably on both sides of the conflict, there have been Soviet claims of over 1,000 kills for the type during the course of the war.

The full story of the aircraft's participation in the Korean conflict is a fascinating study in the evolution of jet fighter tactics, and early Cold War strategy, and warrants a far more detailed look than we have space for in this brief synopsis, but Soviet claims suggest that the MiG-15s of the 64th IAK ultimately flew 60,450 daylight and 2,779 nighttime combat sorties, shooting down 1,097 UN aircraft for a loss of 335 of



Soviet groundcrew prepare a MiG-15bis of the 351st IAP for a fresh combat sortie at Antung airbase, China, in 1952

Variants

MiG-15bis: Improved single-seat fighter
MiG-15bisR: Single-seat reconnaissance aircraft
MiG-15bisS: Single-seat escort fighter
MiG-15bisT: Single-seat target-tug
MiG-15UTI: Two-seat dual-control trainer
MiG-15P: Single-seat all-weather interceptor version of the MiG-15bis
MiG-15SB: Single-seat fighter bomber
MiG-15SP-5: Two-seat all-weather interceptor version of the MiG-15UTI
MiG-15T: Target-tug
Shenyang J-4: Chinese designation of the single-seat fighter
Shenyang JJ-2: Chinese designation of the MiG-15UTI
Lim-1: Fighter version built under license in Poland
Lim-1A: Polish-built reconnaissance version with AFA-21 camera
Lim-2: Polish-built MiG-15bis with Lis-2 engines
Lim-2R: Polish-built reconnaissance version of the MiG-15bis
SB Lim-1: Polish two-seat trainer with RD-45 jet engine
SB Lim-2: Polish two-seat trainer with Lis-1 engines
S-102: MiG-15 built under license in Czechoslovakia
S-103: MiG-15bis built under license in Czechoslovakia
CS-102: MiG-15UTI built under license in Czechoslovakia

their own. The Soviets never admitted their role in the Korean air war, employing a number of implausible stratagems to pass their aircrew off as Korean.

The US offered a bounty to encourage



In the 1980s, the United States purchased a number of Shenyang J-4s from China, which were employed in a mobile threat test program at Kirtland Air Force Base, operated by the 4477th Red Hats Test and Evaluation Squadron

defecting pilots to provide an aircraft for evaluation, and in 1953 a North Korean machine was obtained and put through its paces by US pilots, including Chuck Yeager, who claimed the machine had some dangerous handling characteristics. This machine is now on display at the National Museum of the United States Air Force near Dayton, Ohio.

The MiG-15 was never far from trouble. Constantly called to intercept Cold War incursions into forbidden airspace, some unlikely victories were achieved over a variety of US and NATO types. One notable campaign for the MiG-15 saw Egyptian-owned aircraft participating in the Suez Crisis in 1956, albeit on a much smaller scale than Korea. The handful of machines acquired from Czechoslovakia are credited with at least three victories over the Israeli Air Force, including a Meteor F.8. PLAAF aircraft continued to operate against the ROC, whose continued existence on the

island of Taiwan rankled, and the MiG-15 can claim the dubious distinction of being the first aircraft shot down by an AIM-9 Sidewinder in 1958. Another unhappy marker in the aircraft's career saw the death of cosmonaut Yuri Gagarin, who was killed in a crash during 1968 in a MiG-15UTI due to poor visibility and miscommunication with ground control.

A bewildering range of export customers acquired the MiG-15, ranging from Africa, the Middle East and Indonesia to Cuba and North America, Finland, Pakistan and Sri Lanka, as well as all the former states of the Warsaw Pact, and there are few corners of the world that have not been visited by this busy machine. The type is experiencing growing popularity on the display and warbird circuit, and with such a broad spectrum of usage, offers an almost unlimited amount of possibilities to the modeller.

General Characteristics MiG-15

Length: 10.11 m (33 ft 2 in)
Wingspan: 10.08 m (33 ft 1 in)
Height: 3.70 m (12 ft 2 in)
Max takeoff weight: 6,105 kg (13,460 lb)
Fuel capacity: 1,400 L (364 US gal)
Powerplant: 1 x Klimov VK-1 turbojet, 26.5 kN (5,950 lbf)
Maximum speed: 1,075 km/h (668 mph)
Range: 1,200 km, 1,975 km with external tanks (745 mi / 1,225 mi)
Service ceiling: 15,500 m (50,850 ft)
Armament: 2x NR-23 23mm cannons in lower left fuselage, 1x Nudelman N-37 37 mm cannon in lower right fuselage
2x 100 kg (220 lb) bombs, drop tanks, or unguided rockets on underwing hardpoints

This aside, the tiny aircraft may be regarded as a cornerstone of the Cold War Soviet air force, and to many of its devotees red stars will be the only markings necessary.

● SAMI

Little Red Fighter

A new look at the MiG-15

by Tim Large

Now here's a thing - a brand new tool of the MiG-15 in 1/72, why the fuss? Well strangely for such an important aircraft in the history of aviation, the last new MiG-15 kit was the excellent but long out of production Dragon kit. Eduard have been promising



TECHNICAL DATA

MiG-15bis
Scale: 1/72
Price: £4.50
Kit No: 80263
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 51 / Clear 3
Manufacturer: HobbyBoss
UK Importer: Creative Models
US Importer: Squadron



a new series for years, but this seems to be coming no nearer and up to now we've had to rely on the old KP issue.

So what have HobbyBoss brought to the table? Well, on opening the box you get the now traditional black tray holding the bulk of the kit, and I did at first wonder where the rest of the plastic had gone as there is not a lot else to see. However, under the tray, a large sprue lay hidden, and all told there are fifty-one light grey and three transparent parts, all of which are very well moulded and detailed, with little in the way of

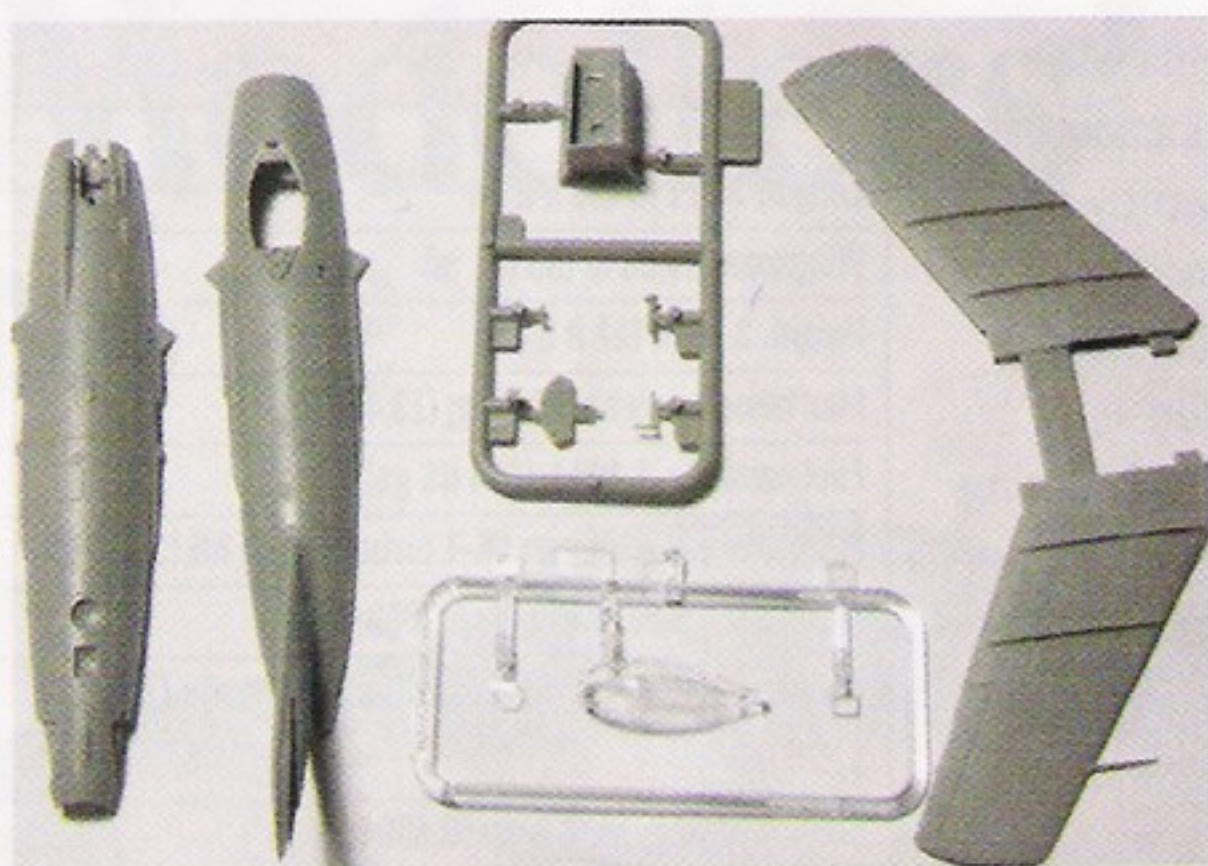
flash or other blemishes. All panel lines are recessed with restrained raised detailing in the cockpit and undercarriage areas, while the transparent parts are crystal clear. The one drawback with the canopy is that despite well defined framing on the hood there is no detail at all on the windshield.

The normal A5 size colour booklet accompanies the plastic. The process of assembly is clear and straightforward with the last page featuring the painting/decal guide for the two finishes

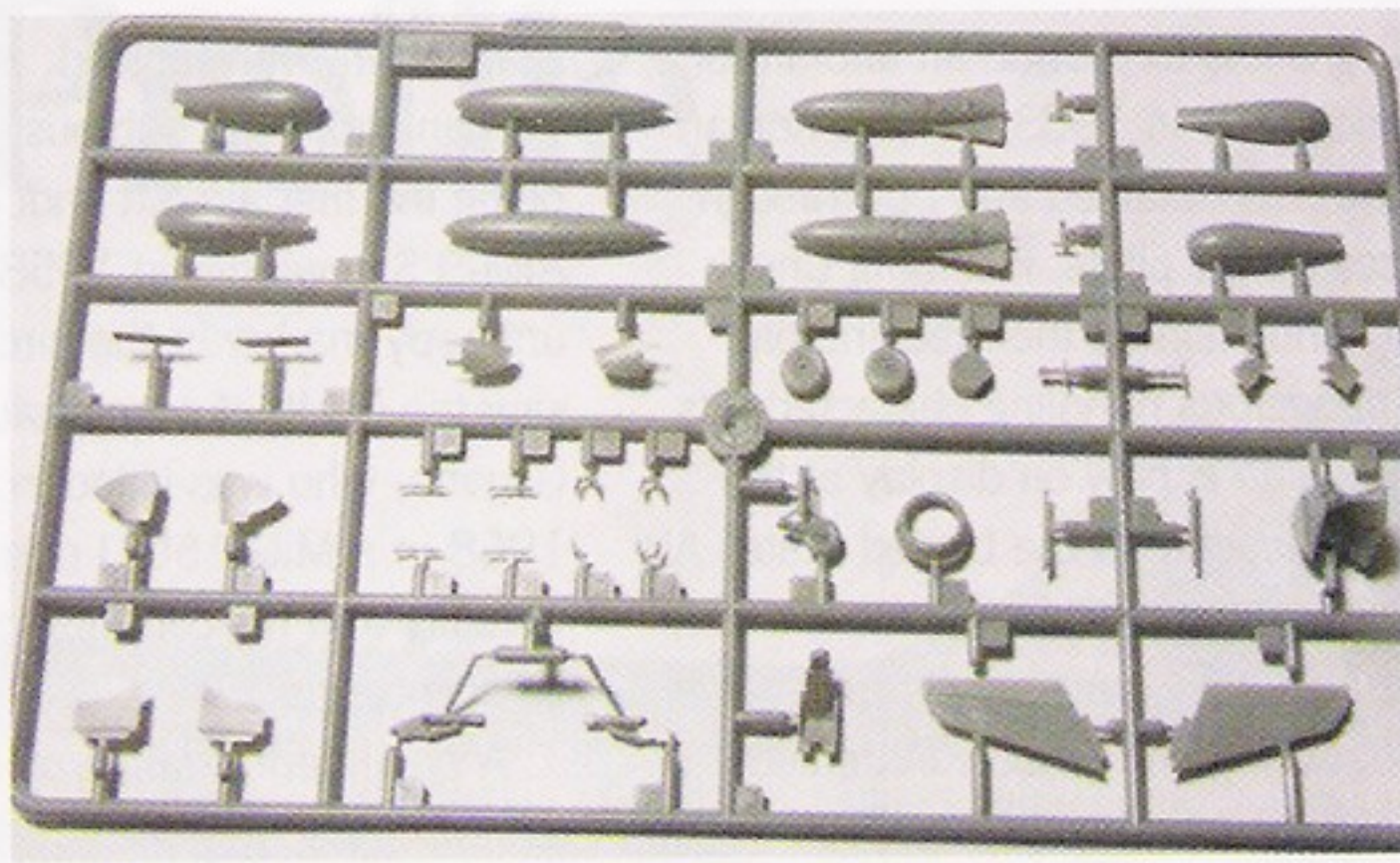
offered, and as with the build this is easy to follow.

Construction

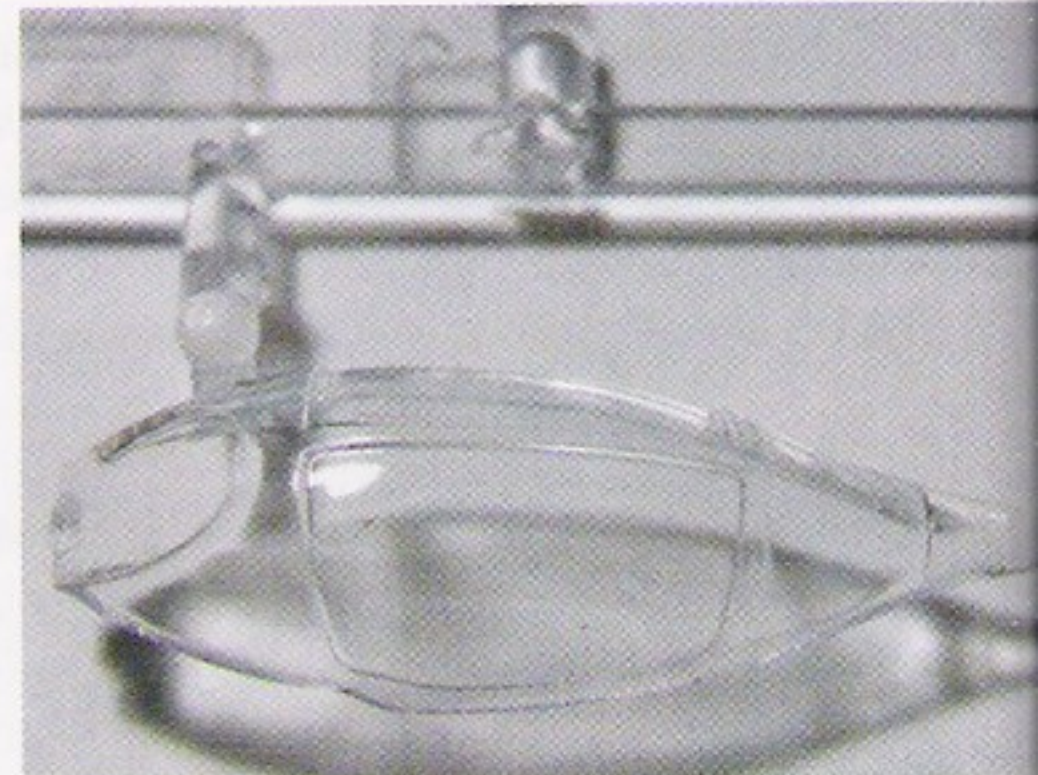
Stage one starts with the main undercarriage, and here the leg and retraction rod are moulded as one, with just the nicely detailed wheels and doors to be added. The cockpit assembly comes in three parts, tub, seat and instrument panel, and includes some nice moulding on the tub sidewalls. The seat is not bad either, with some attempt made at a seat harness. I was a little



The main components come separately packed in a plastic tray



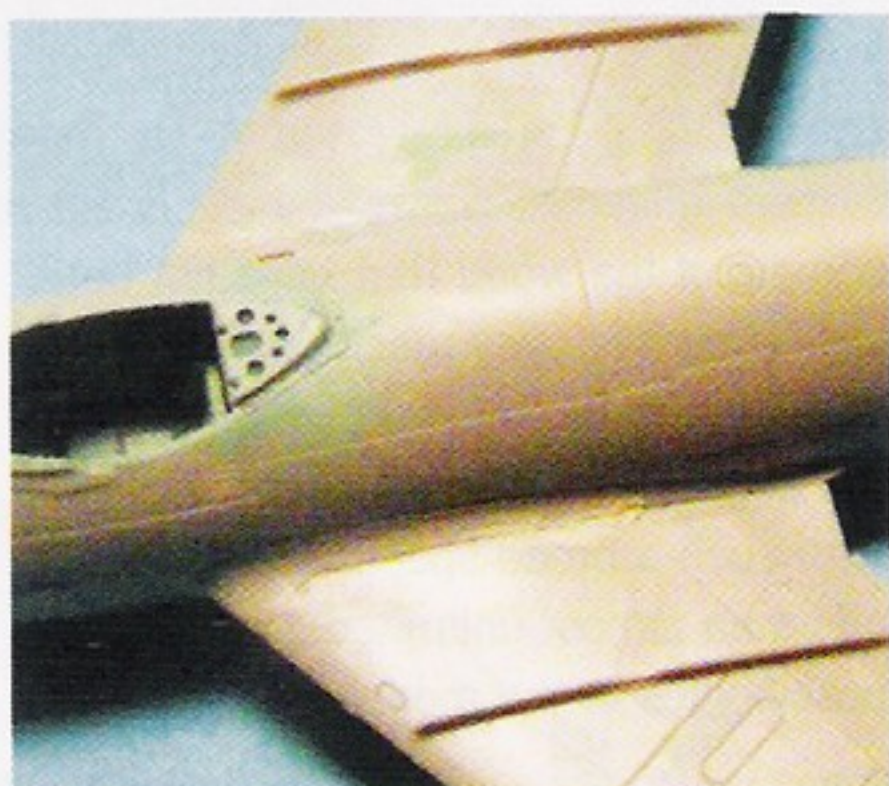
The main sprue featuring all the smaller detail parts



The canopy is nice and clear, but what has happened to the framing on the windscreen?

disappointed with the instrument panel as there are no moulded details, nor is there a decal to represent them so I resorted to something from the spares box, which did the job. Once painted and built up the tub fits into the lower of the two horizontally split fuselage halves along with the intake splitter and the jet exhaust, which is somewhat shallow. The one-piece wing is fitted at this stage, and before adding the upper fuselage some weight should be added to the front of the airframe to stop tail-sitting, although this is not alluded to in the instructions. I did find some filler was needed on the upper wing roots, but that was just a dab.

We now come to section two, where the undercarriage and wheel bay doors are added. The main undercarriage legs fit into place with a pin and hole joint, and as the pins on the legs were 2mm too long it was necessary to cut them down to get the aircraft sitting properly. The front leg is moulded as a one-piece



The major part of the build done, a dab of filler was needed on the wing roots

item. I do think the linkage is a little over size, but it did fit well into the front wheel bay.

The underside is finished off by adding the guns, two aerials and the wing tanks. Two types of underwing tanks are supplied, the long drop tanks and the early slipper type, and although no mention of their construction is made in the instructions common sense should make up for this omission. I opted for the slippers. There are two clear panels to be fitted to the underside of the fuselage, but these were left until the painting was finished, as were the detailed air brakes and canopy. Last of all the nose ring, upper side-mounted aerial and the two tailplanes fell into place.

Colour Options

Two versions are offered. The first, White 384, is from a Soviet V-VS unit based in China in June 1951, and has an all-over natural metal factory finish with red trimming. The second choice is

a PLA aircraft in the same natural metal finish, but with a red tail and rear fuselage. All the paint callouts are thoughtfully given for five manufacturers, Mr Hobby, Vallejo, Model Master, Tamiya and Humbrol.

I chose the Soviet aircraft and used Humbrol enamel paints, applied by brush. Once the Silver (#11) was dry, the panel lines were picked out with

out some depth and to simulate a polished natural metal finish.

Conclusions

At last a new-tool MiG-15, and one that represents excellent value for money, is easy to build and looks very nice straight out of the box! It's also a good starting point for the more experienced modeller who wishes to add detail, and while it is



The airbrakes are nicely done with good detail on the inner surfaces

thinned down Gloss Black (#22). The decals sheet offers no stencilling, but when applied to the surface of the kit, they caused no problems whatsoever, although I did give them a dab of Micro Sol.

After being left over night to settle down and dry, the whole model was given a coat of Poly Gloss (#35) to bring



not without its problems, it has a real Credit-Crunch busting price, and as it happens Pavla have been quick off the mark with resin cockpit and exterior detail sets and Quickboost have joined in with a full-depth exhaust. At the time of writing there are no etched sets available, and we can only wonder whether Eduard are saving the best wine for their own kits, and if we may regard this as an indication that these may be on their way before too long?

● SAMI

MiG-15 bis Fagot B, Red 40

Flown by Major Nikolay Ivanovich Shkodin in North Korea, 1953 Shkodin flew with the 147th GIAP and his aircraft carries five kill markings in the form of red stars. Shkodin is credited with four F-86s and one F-84. This aircraft is depicted on Hi-Decal sheet #48009

**MiG-15bis, White 4115, PLAAF**

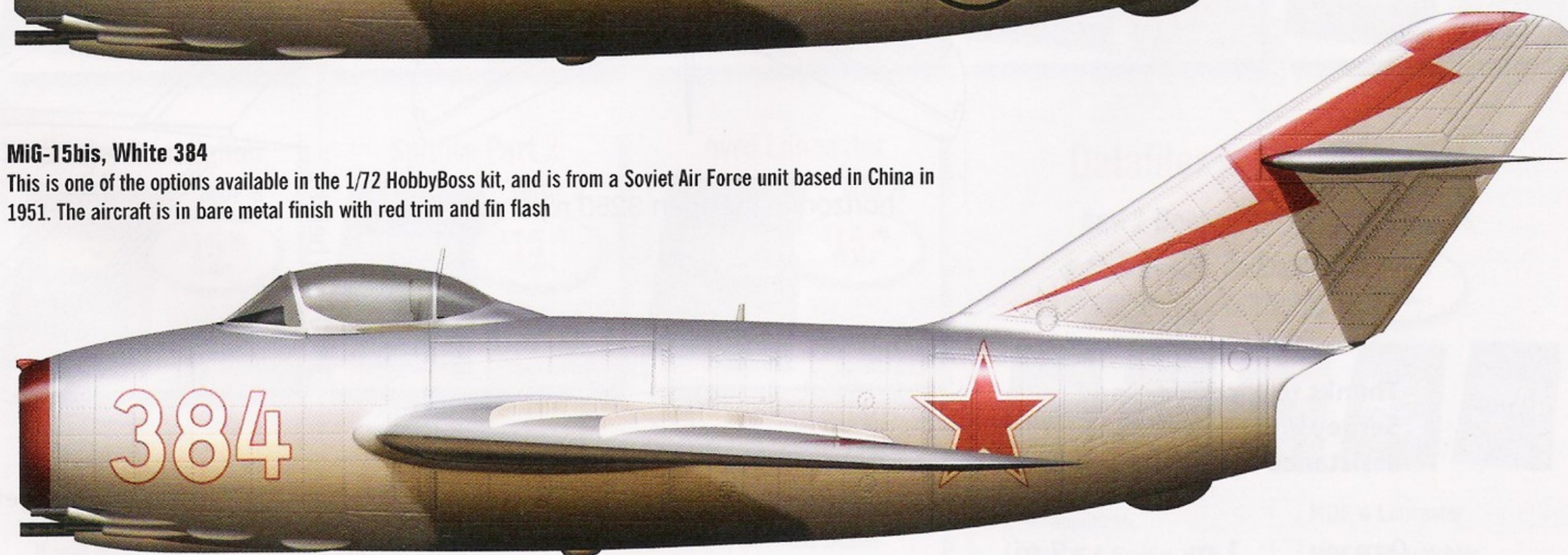
This aircraft carries a natural metal finish with a red tail, and wears PLAAF markings in four positions on the wings only. This is one of two aircraft offered in the HobbyBoss kit

**MiG-15bis, Red 079**

Carries typical markings for an aircraft operating in the Korean War. Soviet aircraft carried North Korean or Chinese markings and pilots carried cards with common Korean words for various flying terms spelled out phonetically in Cyrillic characters to help perpetuate the masquerade

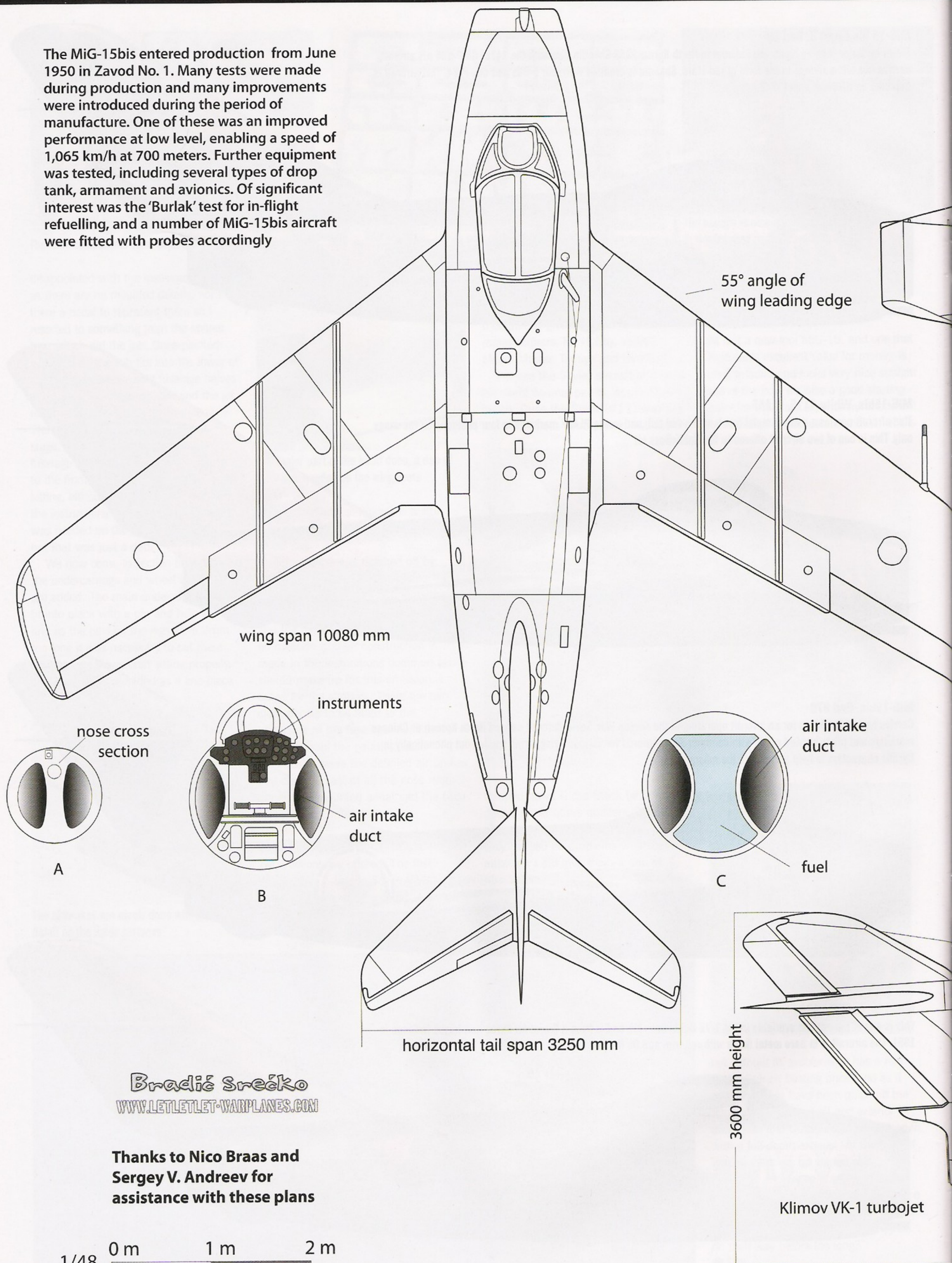
**MiG-15bis, White 384**

This is one of the options available in the 1/72 HobbyBoss kit, and is from a Soviet Air Force unit based in China in 1951. The aircraft is in bare metal finish with red trim and fin flash

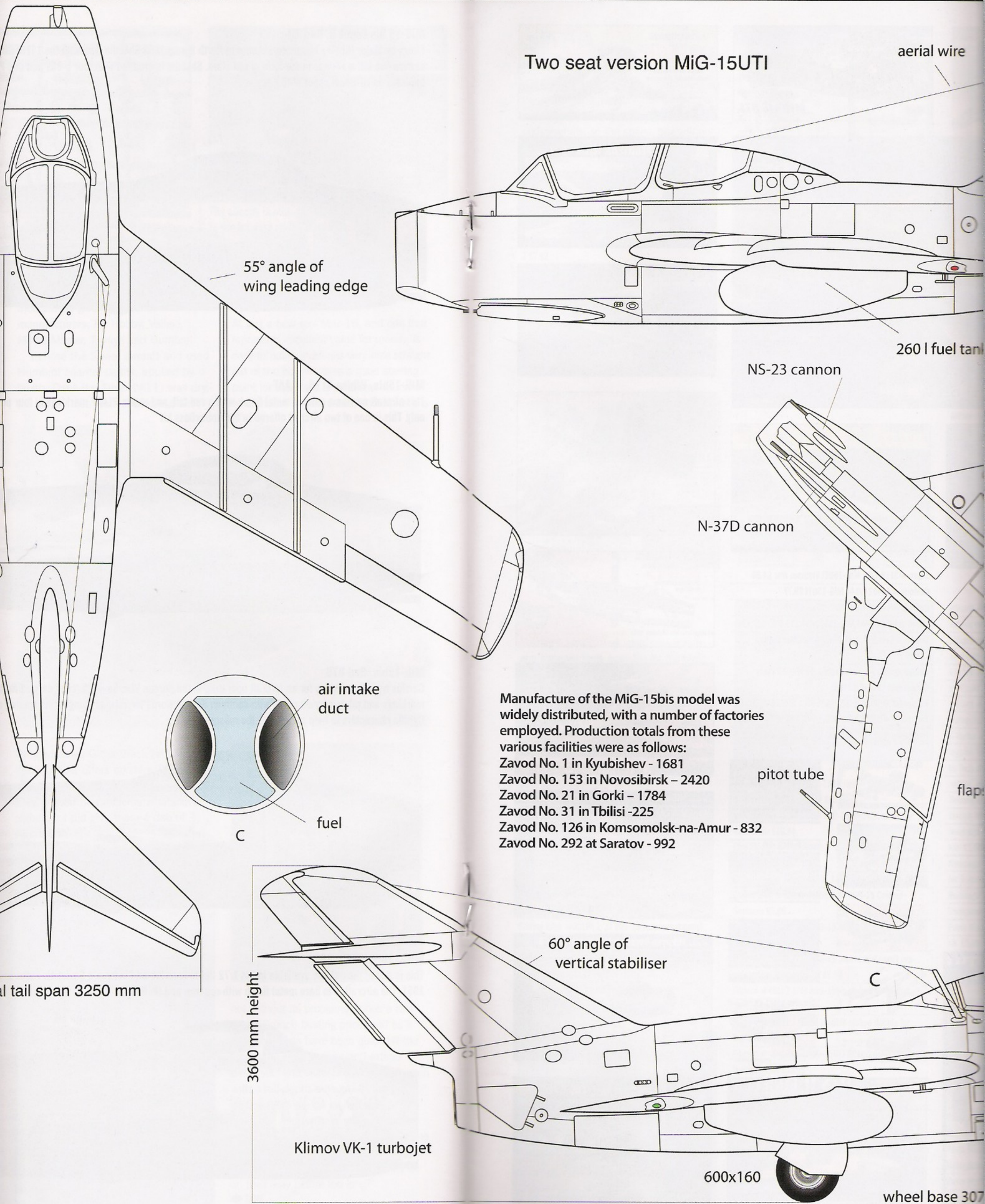


Artwork © 2009 John Fox

The MiG-15bis entered production from June 1950 in Zavod No. 1. Many tests were made during production and many improvements were introduced during the period of manufacture. One of these was an improved performance at low level, enabling a speed of 1,065 km/h at 700 meters. Further equipment was tested, including several types of drop tank, armament and avionics. Of significant interest was the 'Burlak' test for in-flight refuelling, and a number of MiG-15bis aircraft were fitted with probes accordingly



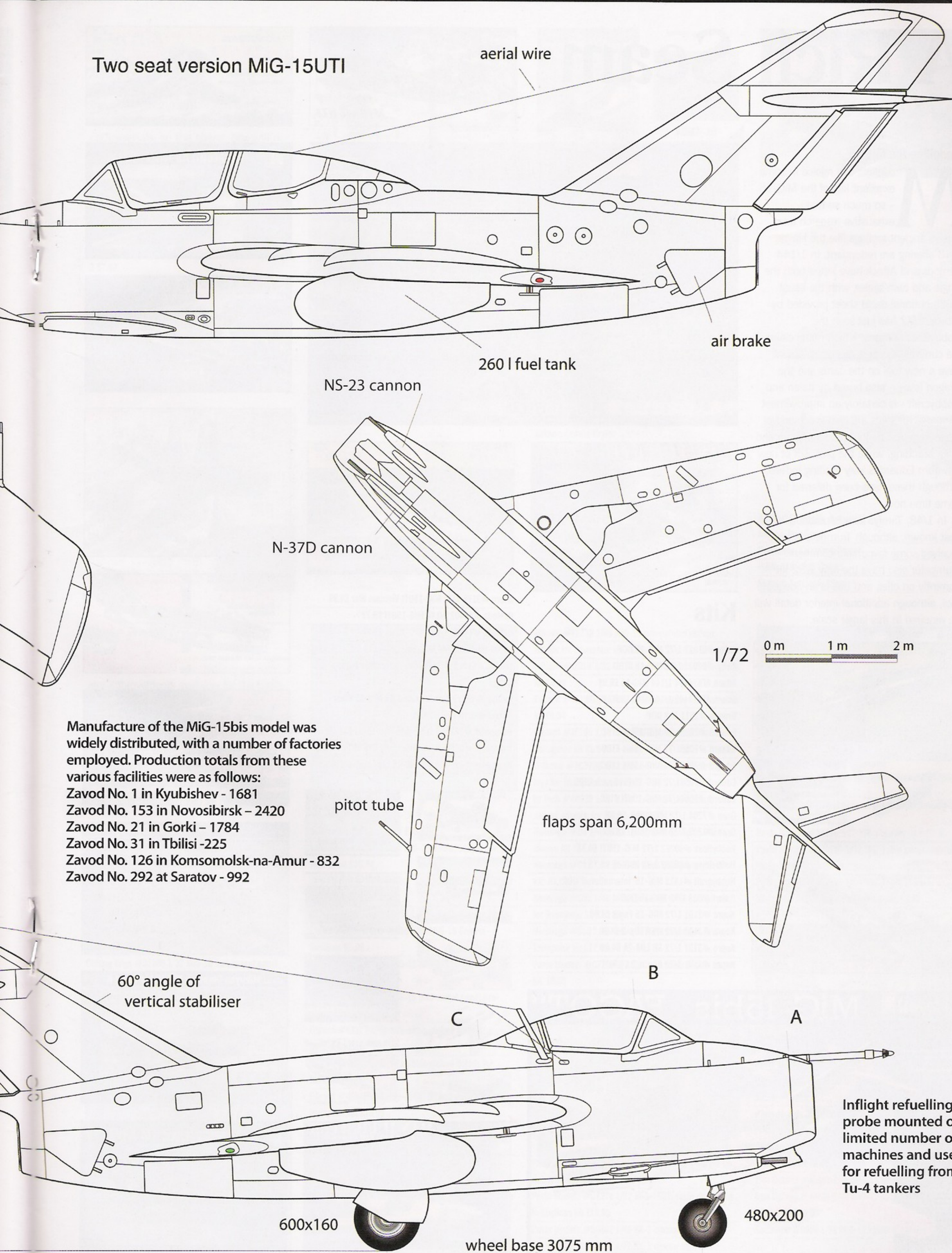
Two seat version MiG-15UTI



Manufacture of the MiG-15bis model was widely distributed, with a number of factories employed. Production totals from these various facilities were as follows:

- Zavod No. 1 in Kyubishev - 1681
- Zavod No. 153 in Novosibirsk - 2420
- Zavod No. 21 in Gorki - 1784
- Zavod No. 31 in Tbilisi - 225
- Zavod No. 126 in Komsomolsk-na-Amur - 832
- Zavod No. 292 at Saratov - 992

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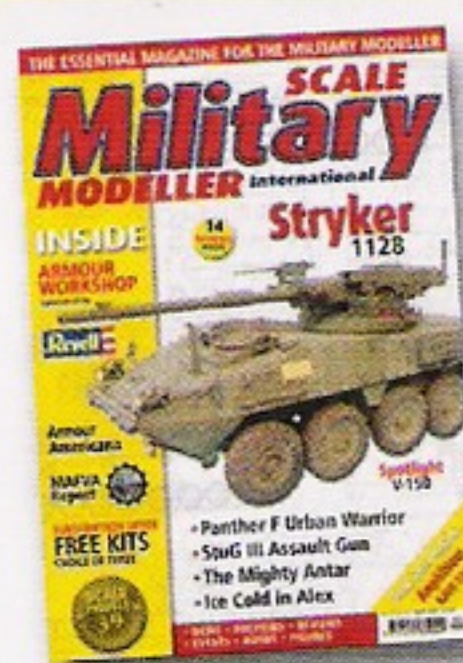
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☐ MDF8 at £15.00 + p&p*	☐ MDF7 at £15.00 + p&p*
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AirData, Modellers Guide & Aviation Guide:
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AirData 2 – Panavia Tornado IDS ☐ £9.99 + p&p*

A Rich Seam

Modelling the MiG-15

Modellers can rejoice in some excellent kits of the MiG-15 – so much so that exhaustive research into elusive ancient toolings like the Hawk 1/48 offering are redundant. In 1/144 Ozmods and Attack have kitted both the single and twin-seater, with the usual multi-optional decal sheet provided by Attack. 1/72 has just seen the HobbyBoss releases, which many claim are currently the best available. Airfix have a new tool on the cards and the Dragon issue – also boxed by Italeri and Hobbycraft – is certainly an improvement on many. KP's kits are also good, and these may also be found under Kopro and Bilek branding, while the prospect of new kits from Eduard is very exciting indeed, although these have been deferred for some time now.

In 1/48, Tamiya's kit is probably the best known, although Trumpeter's have received some favourable comment. Trumpeter also have the only 1/32 kit currently on offer, and this is an adequate tool, although additional interior detail will be required in this larger scale.



Kits

Airfix #01017 1/72 MiG-15 OOP
Airfix #02037 1/72 MiG-15 ETBC
Attack ATK14404 1/144 MiG-15 £6.99
Attack ATK14405 1/144 MiG-15UTI £7.09
Dragon #2511 Ji-2 OOP
Eduard #70551/72 MiG-15bis ETBC
Eduard #70561/72 MiG-15bis ETBC
Eduard #70571/72 MiG-15bis ETBC
Eduard #70581/72 MiG-15 Profipack ETBC
Eduard #70591/72 MiG-15UTI ETBC
Gran #7204 1/72 MiG-15bis £8.36
Gran #7205 1/72 MiG-15UTI £8.36
HobbyBoss #80262 1/72 MiG-15UTI £4.75
HobbyBoss #80263 1/72 MiG-15 £4.75
Hobbycraft #1313 MiG-15 'International' OOP
Italeri #033 1/72 MiG-15 OOP
Kopro #3101 1/72 MiG-15 Fagot £4.99
Kopro #3103 1/72 WSK Lim-2 £4.99
Kopro #3137 1/72 SB LIM-2A £4.69
Kopro #3141 1/72 Jian Ji-2 £4.99

Kopro #3176 1/72 MiG-15UTI Vietnam War £4.99

OzMods #14402 1/144 MiG-15UTI £9.77

OzMods #14406 1/144 MiG-15bis £9.77

Revell #04573 1/48 MiG-15bis NVA £13.69

Tamiya #61080 # 1/48 MiG-15bis Clear Edition £24.99

Tamiya #89729 New Arrivals 1/48 MiG-15 Clear Edition with GAZ-67 £26.99

Trumpeter #02204 1/32 PLAAF MiG-15bis £15.98

Trumpeter #02805 1/48 MiG-15UTI £16.59

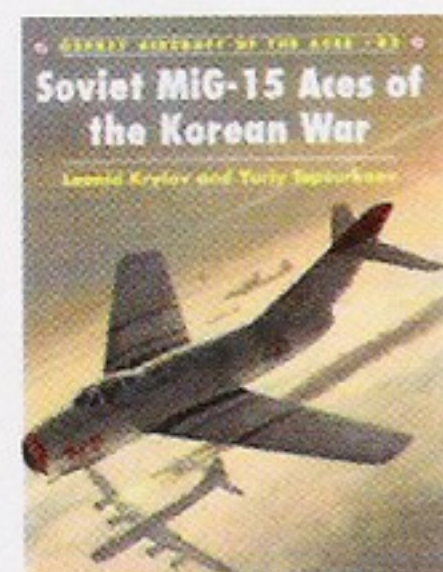
Trumpeter #02806 1/48 MiG-15 bis Fagot-B £16.59



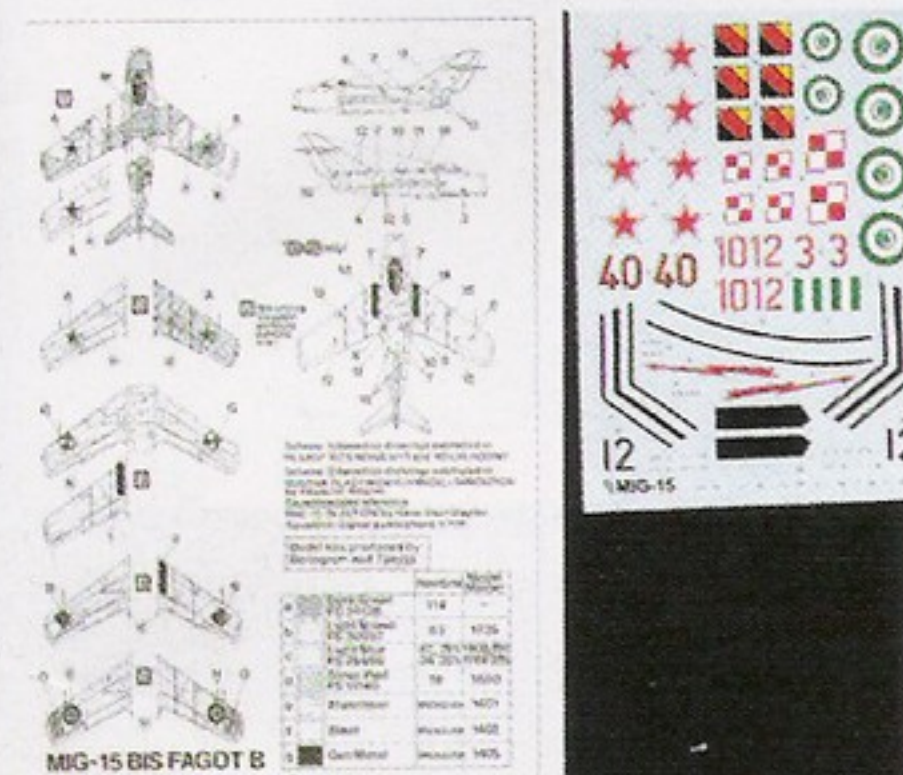
Decals

With so many operators there are surprisingly few decal sets available – on the other hand most aircraft carry little more than national markings and codes/serials, so the spares box will no doubt be able to help in many instances.

- AeroMaster #14814 1/48 Stencil Data for MiG-15 £3.99
- AeroMaster #32005 1/32 Korean War MiG-15 Aces Pt 1 £7.82
- AeroMaster #32006 1/32 Korean War MiG-15 Aces Pt 2 £7.82
- Albatros Decals #48002 The Caribbean Falcons includes MiG-15bis OOP
- Albatros Decals #72002 The Caribbean Falcons includes MiG-15bis OOP
- Blue Rider #219 1/72 Albanian Air Force 1970s £5.00
- Cutting Edge #72017 1/72 MiG-15 includes Albania, Cambodia, Egypt, North Korea OOP



- Cutting Edge #72018 1/72 MiG-15 includes China, Cuba, Czech Republic, Poland, Syria OOP
- Cutting Edge #72019 1/72 MiG-15 Russian Aces in the Korean AF OOP
- Galdecals #72005 1/72 Finnish Air Force Part 5 £6.85
- Hi Decal #48009 1/48 MiG-15 £7.50
- Hi Decal #72022 1/72 MiG-15 Egypt, East Germany, Poland £6.72
- Superscale #72101 1/72 MiG-15 includes China, Czech Republic, Egypt, North Korea, Poland OOP
- Superscale #72426 1/72 MiG-15 includes Algeria, China, Egypt, Hungary, Romania OOP



References

MiG-15 Fagot

Author: Yefim Gordon, Stanislav Skala, Jiri Bašný, Michal Ováček and Karel Susa
Publisher: 4+ Publications
ISBN: 80-900708-6-8
Format: Softback, 80pp

Mikojan Gurievitch MiG-15

Author: Dariusz Karnas
Publisher: Mushroom Model Publications
ISBN: 978-8389450050
Format: Softback, 128pp

Soviet MiG-15 Aces of the Korean War

Author: Leonid Krylov

Publisher: Osprey
ISBN: 978-1846032998
Format: Softback, 96pp

MiG-15 In Action

Author: Hans-Heiri Stapfer
Publisher: Squadron/Signal
ISBN: 978-0897472647
Format: Softback, 50pp



MiG-15 Walk Around

Author: Don Greer

Publisher: Squadron/Signal
ISBN: 978-0897474955
Format: Softback, 80pp

Accessories

There are plenty of updates, conversions, and improvements available for the basic kits, with even the new arrivals from HobbyBoss getting the treatment. No doubt plenty more are available in the aftermarket industry, and while we apologise for any omissions, those listed here will provide most modellers with pretty much everything they are likely to need.

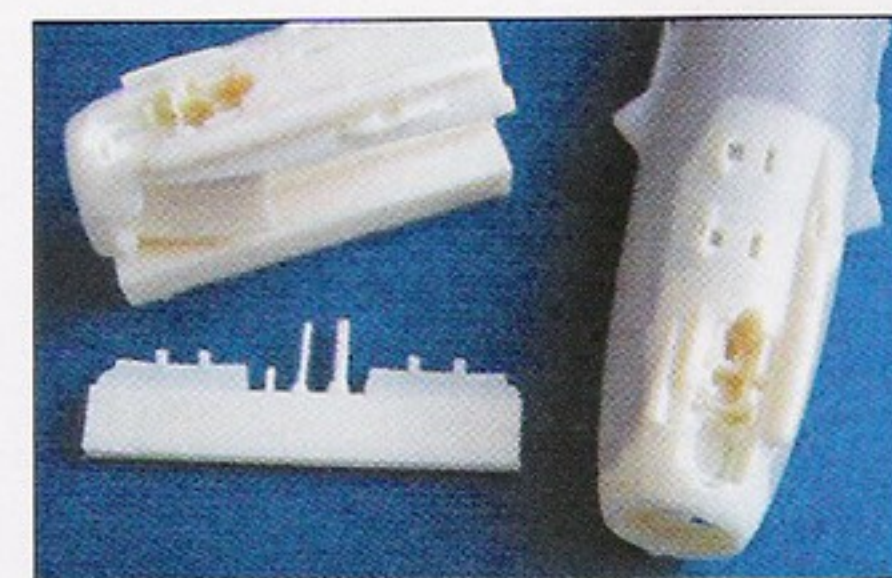
- Aeroclub #C014 1/72 vacform canopy for KP kits £2.15
- Aeroclub #EJ020 1/72 2 x metal ejection seats £2.15
- Aires #4014 1/48 MiG-15 cockpit for Tamiya kit £8.99
- Aires #4015 1/48 MiG-15 details for Tamiya kit £28.25
- Aires #4163 1/48 MiG-15 exhaust nozzle £5.60
- Aires #4187 1/48 KK-1 ejection seat £5.60
- Black Box #32008 1/32 MiG-15bis Cockpit Set for Trumpeter kit £23.49
- Cutting Edge #32109 1/32 MiG-15 instrument panel £6.84
- Ciro Models #C403 1/48 MiG-15UTI 2 seat conversion for Tamiya kit £24.27
- Ciro Models #C404 1/48 MiG-15bis R photo reconnaissance conversion for Tamiya kit £13.99



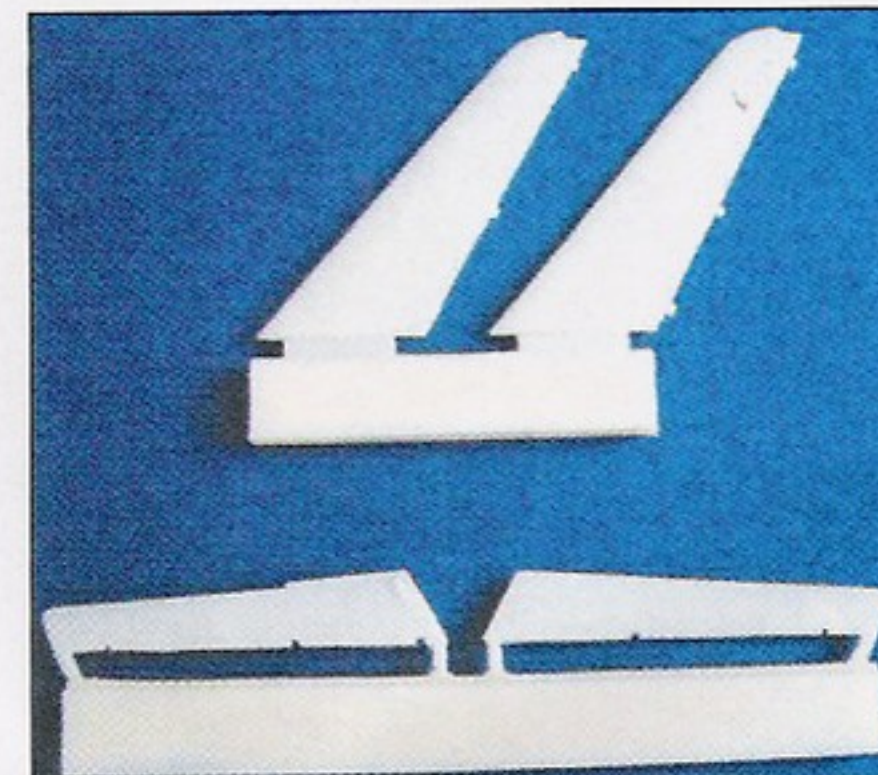
- Ciro Models #C406 MiG-15SB fighter bomber conversion for Tamiya kit £19.13
- Ciro Models #C407 1/48 MiG-15 initial, conversion for Tamiya kit £16.24
- Ciro Models #C425 (resin) 1/48 MiG-15UTI interior for Trumpeter kit £12.52
- Czech Master Kits #48057 1/48 MiG-15 Wheels £3.99
- Czech Master Kits #48058 1/48 MiG-15 Control Surfaces £3.99
- Eduard #32050 1/32 MiG-15 etched details for Trumpeter kit £14.75
- Eduard #33008 1/32 MiG-15 instrument panel pre-painted for Trumpeter kit £6.40
- Eduard #48177 1/48 MiG-15bis etched details for Tamiya kit £9.60
- Eduard #48417 1/48 MiG-15bis etched details for Trumpeter kit £4.99
- Eduard #48418/148 MiG-15UTI etched details for Trumpeter kit £15.99
- Eduard #48420 1/48 MiG-15 landing flaps etched details for Trumpeter kit £12.80
- Eduard #49232 1/48 MiG-15 pre-painted etched details for Trumpeter kit £14.75
- Eduard #EX165 1/48 MiG-15bis paint masks for Tamiya kit £3.85
- Eduard #FE159 1/48 MiG-15bis etched details for Tamiya kit £3.85



- Eduard #FE232 1/48 MiG-15 pre-painted etched details for Trumpeter kit £4.99
- Eduard #JX019 1/32 MiG-15 paint masks for Trumpeter kit £4.99
- Eduard #XF194 1/48 MiG-15 paint masks for Trumpeter kit £1.94
- Eduard #XF195 1/48 MiG-15UTI paint masks for Trumpeter kit £1.94
- G-factor #AC3206 1/32 MiG-15 metal undercarriage legs for Trumpeter kit £11.50
- Hi Tech #48033 1/48 MiG-15 Ailerons, elevators, rudder, wheels, for Tamiya kit £8.56
- Neomega #C5 1/48 MiG-15bis resin cockpit set for Tamiya kit £11.00
- Neomega #C11 1/72 MiG-15 resin cockpit set for KP kits £7.00
- Neomega #C51 1/48 MiG-15 (early) resin cockpit set for Trumpeter kit £12.50
- Neomega #C50 1/48 MiG-15UTI resin cockpit set for Trumpeter kit £17.00
- Pavla Models #C7201 1/72 MiG-15 resin details for KP kit £5.99



- Pavla Models #C7277 1/72 MiG-15bis resin details for HobbyBoss kit £9.50
- Pavla Models #C7278 1/72 MiG-15UTI resin details for HobbyBoss kit £11.85
- Pavla Models #S4802 1/48 KK-1 ejection seat £2.25
- Pavla Models #S7207 1/72 KK-1 ejection seat £2.25

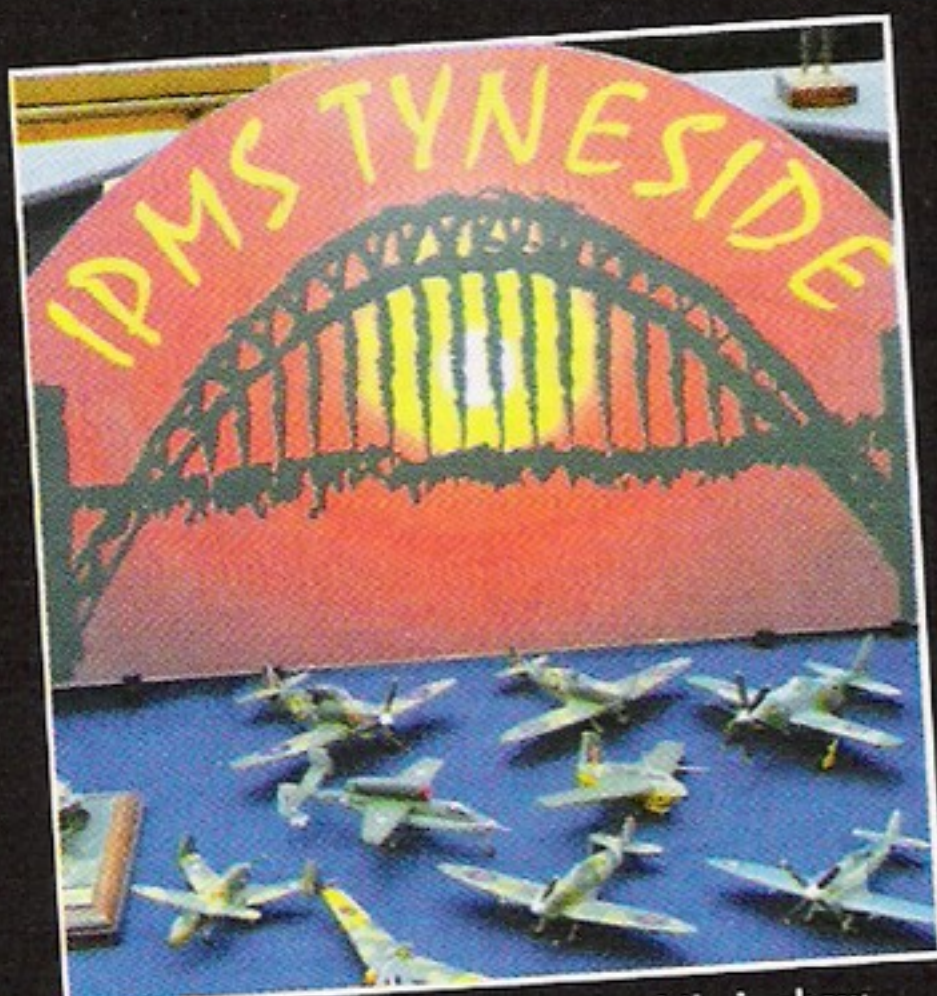


- Pavla Models #S7210 1/72 KM-1 ejection seat £2.25
- Pavla Models #U72100 1/72 MiG-15bis nose underside for HobbyBoss kit £6.99
- Pavla Models #U72101 1/72 MiG-15bis/15UTI horizontal tailplane for HobbyBoss kits £3.25



- Pavla Models #U72102 1/72 MiG-15UTI machine gun UBK-E, nose gear cover, air intake for HobbyBoss kit £3.25
- Pavla Models #U7299 1/72 MiG-15bis/UTI wheels, airbrakes, exhaust for HobbyBoss kit £4.40
- Quickboost #72175 1/72 MiG-15 exhaust nozzle for HobbyBoss kit £3.40
- True Details #48102 1/48 MiG-15 wheels £2.99
- True Details #48459 1/48 MiG-15 cockpit detail set for Tamiya kit £10.50
- Squadron #9408 1/32 MiG-15 vacform canopy £4.99

Northern Model Show

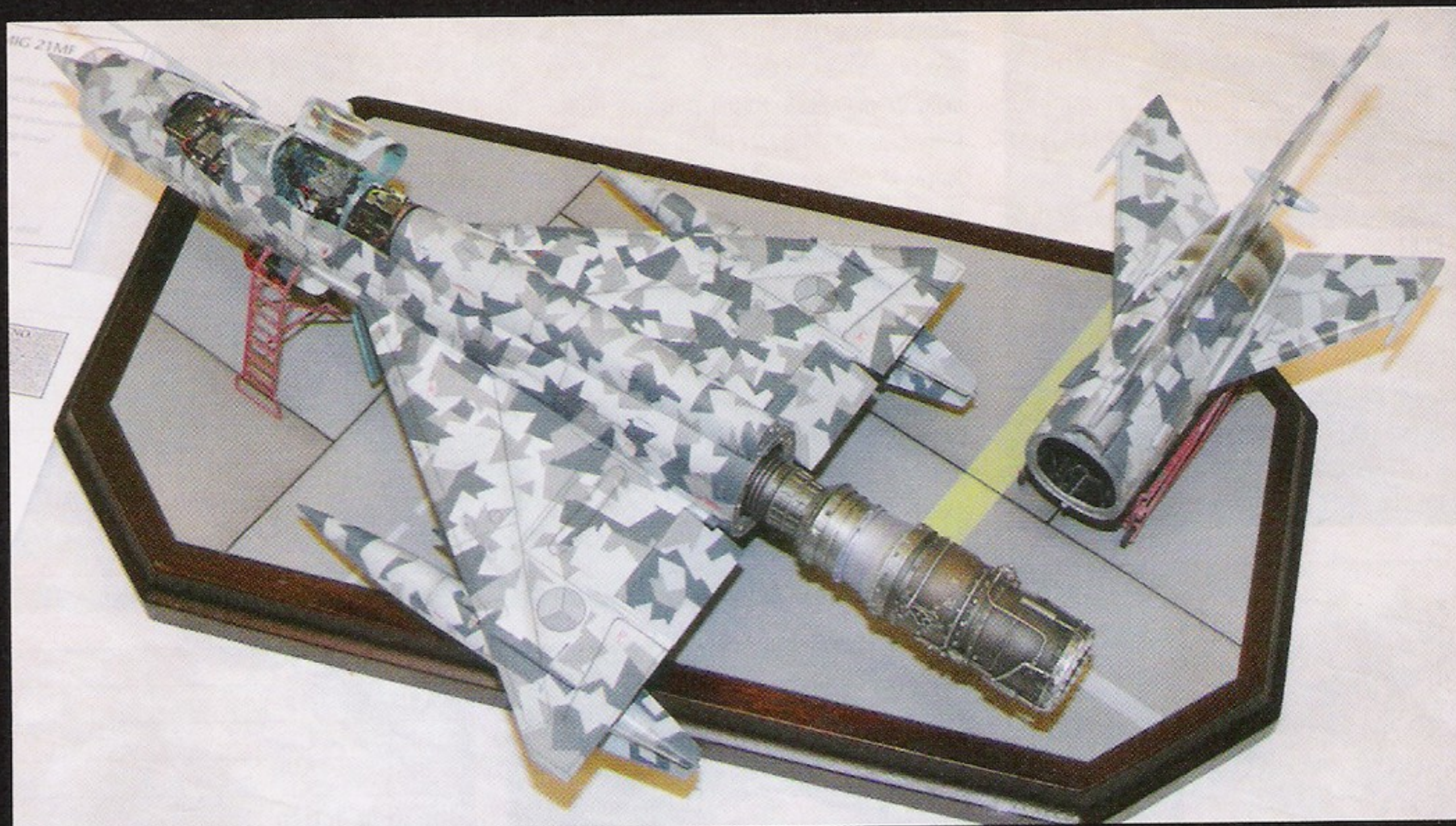


The hosts, IPMS Tyneside, graced their show with a sizable display of just about everything

08 March 2009

Held unusually early, due to circumstances beyond the control of the organisers, this is probably the largest model show in the North East this year as the nearby Washington Model Club is taking a 'year out' to search for a new venue. Held at the Temple Park Centre, South Shields, the show included the usual assortment of IPMS branches and Special Interest Groups, non-affiliated clubs and traders as well as a competition. It was extremely busy with everyone doing a brisk trade, particularly during the morning. The quality of the models in both the competition and the exhibition hall (as well as the standard of their presentation) was once again outstanding, with the competition award ceremony quite rightly being given due prominence. The show will very probably become etched into the Editor's memory as he actually gained a place in the competition - the judges obviously took pity on his 1/144 Luftwaffe Tornado and awarded him a second bronze (there were in fact only four entries in the class anyway which puts it all into perspective!!). Thanks must go to IPMS Tyneside for such an extremely well organized and run show, with a planned return in 2010 to return to a more established late May slot.

● SAMI



Best of show, and deservedly so, was this extensively worked Czech MiG-21MF by Mac Patterson. It must have been so tempting having done all the detail work to paint it in something simple, but this scheme has turned it into something extra special



OK, here it is recorded for posterity, the Editor's Tornado. He must have had a 'feeling' as he was mighty keen to square up to any competition, being competition entry 1 in class 1



The competition table, full of beautiful things



IPMS West Riding (Leeds) provided a display of WWII RAF bombers including this lovely Wellington



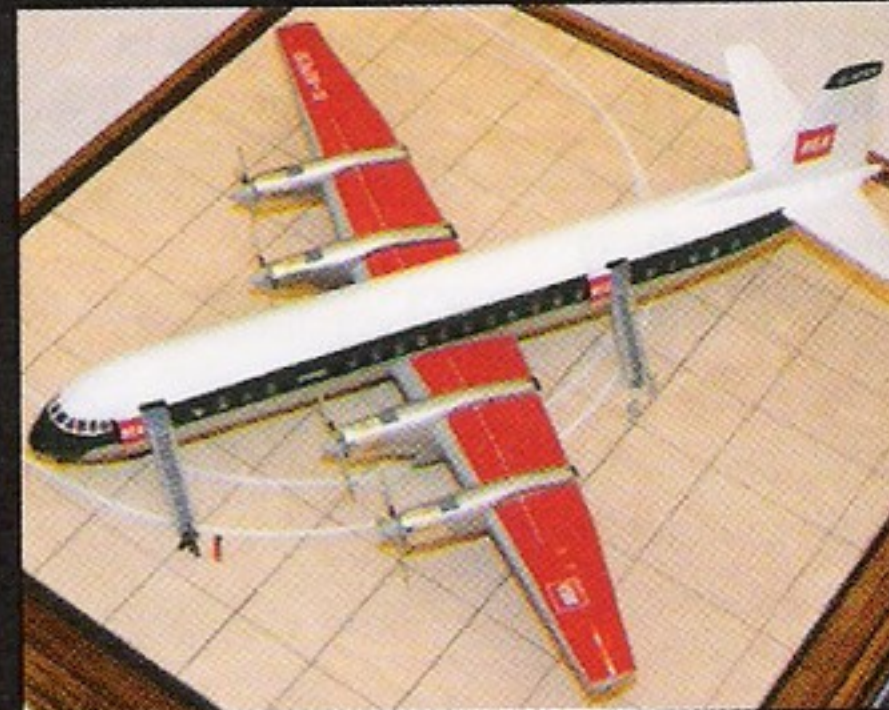
This 1/144 Vulcan on the Bridlington and Wolds Scale Model Club table is actually a Corgi diecast with a very becoming makeover



The show was extremely well laid out with plenty of room to circulate both in front of and behind the tables



Mac Patterson receiving his prize for best of show



Winner of gold in the small scale class was this beautifully pristine Airfix Vanguard



US Navy Aviation didn't just present a host of carrier based aircraft, they also provided some of the more esoteric subjects like this EC-121



Both this rather large Greek F-16 and the diminutive Sud Est Trident behind won gold in their respective classes



The What If? SIG boys were up to their usual tricks....



The recently formed UK and Commonwealth Armed Forces SIG was present and put on a varied display



The centre of Phantom SIG display was a selection of F-4Js in special liveries



Something different from the South Lakes club, who specialize in Sci-Fi, and provided this futuristic VF-15



You don't see many of these! This is the resin RVHP RC-12N. Apparently it took twice as long to put on all the resin aerals as it did to do anything else

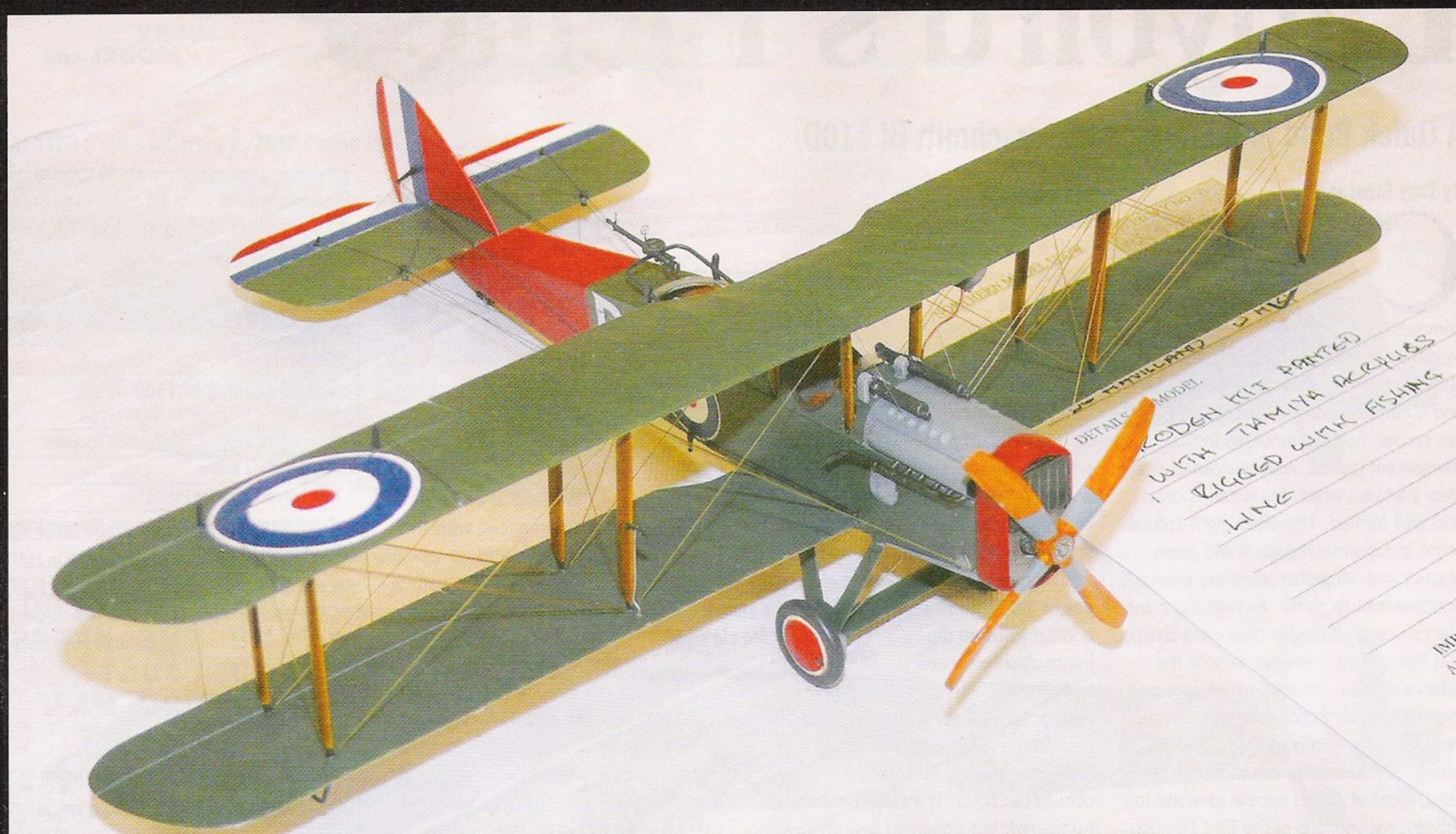


The Tyneside Independent Modellers had a colourful and amusingly titled display, but thankfully no accompanying odour!

PAIRS of
TRAINERS



Avro Lancs had this astounding 1/48 Hasegawa Draken as part of their display



This 48th scale Roden D.H.4 also won gold in its class



Ladybird's Picnic

A Quick Build of Eduard's Messerschmitt Bf 110D

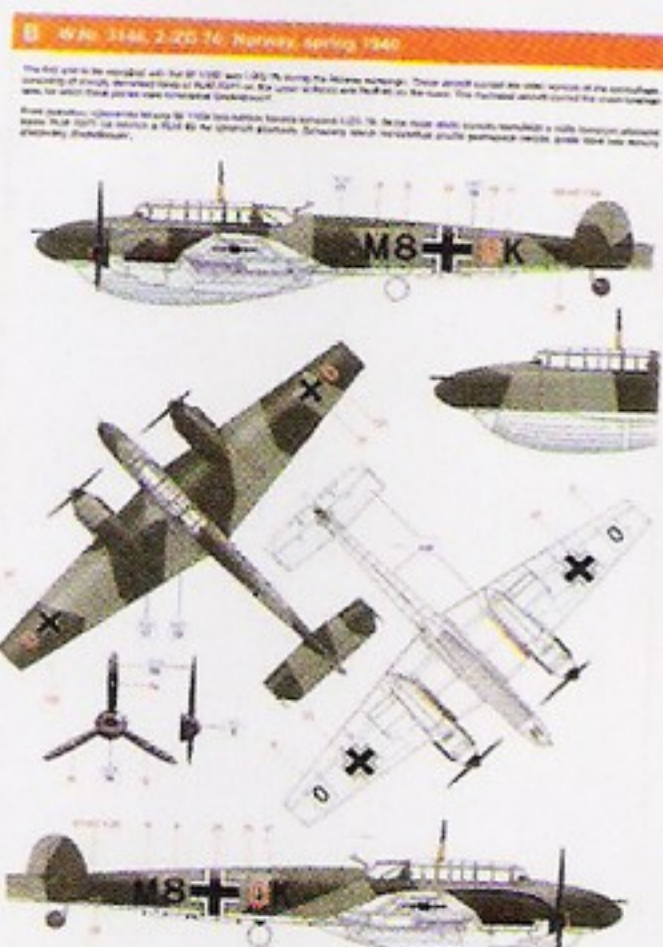
By Tony Gloster

Coming in the same size box as their renowned single-engined fighters, Eduard have managed to shoe horn in a complete Me 110D. Altogether this kit is made up from ten sprues of plastic, one sheet of pre-painted etch, a set of masks and a comprehensive decal sheet. Of the ten sprues, two are moulded in transparent plastic, with thirteen crystal clear parts on which the detail is crisp and well formed. The other eight sprues come in Eduard's regular khaki green plastic, and altogether there are three-hundred and six parts. As with the clear pieces, the moulding is clean and sharp, and the quality is evident in both the exterior's finely recessed panel lines and the fine raised interior detailing, which includes some nicely executed cockpit wiring. Some seventy-five parts are not used, most of which appear to relate to subsequent versions of the Bf 110 such as the F and G series, the first of which

is expected in the shops later in the year.

The pre-painted etched sheet covers the cockpit and coolant radiators with about eighty parts. An Eduard mask sheet is included, which will be welcome as there is a lot of glazing to deal with, and a well printed and comprehensive decal sheet rounds off the kit.

The twenty-page colour instruction booklet gives all the information you need to build the model. This includes a parts layout, which will be useful given the number of unused spare pieces, and thirteen pages given over to the build. The stages are not numbered, but I counted seventy-five, including sub-sections, all of which are



One of the five color options, 2./76 from the 1940 Norwegian campaign in the old style camouflage

clear to follow. There is a separate mask and stencilling guide, and finally we come to four pages of painting and decal instructions.

Construction

After studying the instructions to see which way the wicket is going to play, work commenced with the cockpit, and no less than five and a half pages are dedicated to this area, which is no surprise as there are ninety-one plastic and six etched parts involved in its highly detailed assembly. The finished product would not look out of place on a 1/24 kit, let alone one half that size. All the parts fitted extremely well, as always, with Eduard, and you

in association with



Bf 110D



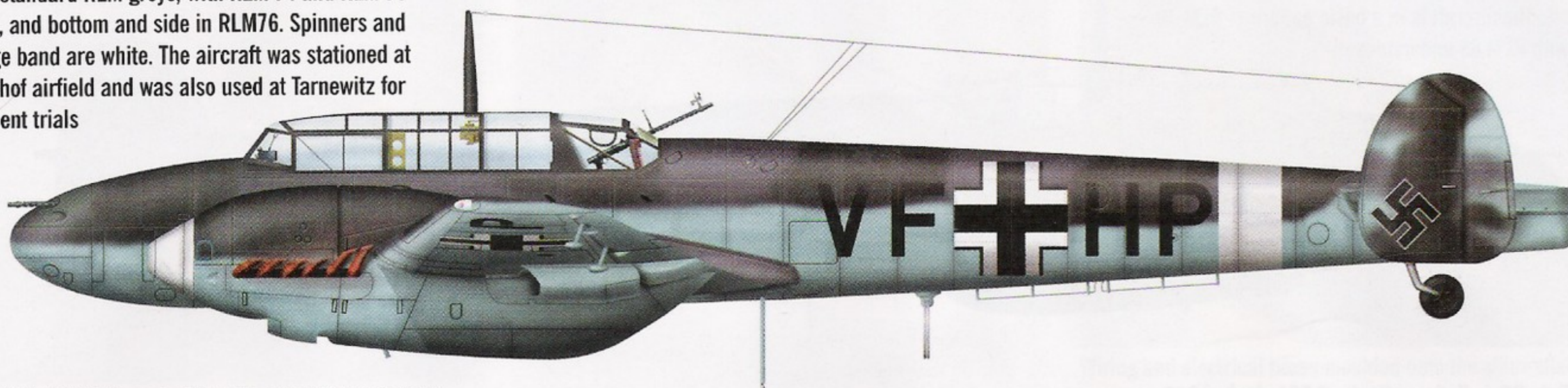
TECHNICAL DATA

Messerschmitt Bf 110D
 Scale: 1/48 Kit No: 8202
 Price: £26.00 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Manufacturer: Eduard UK Importer: Hannants/LSA
 US Importer: Squadron



Bf 110D-0 VF+HP, W.Nr.3354

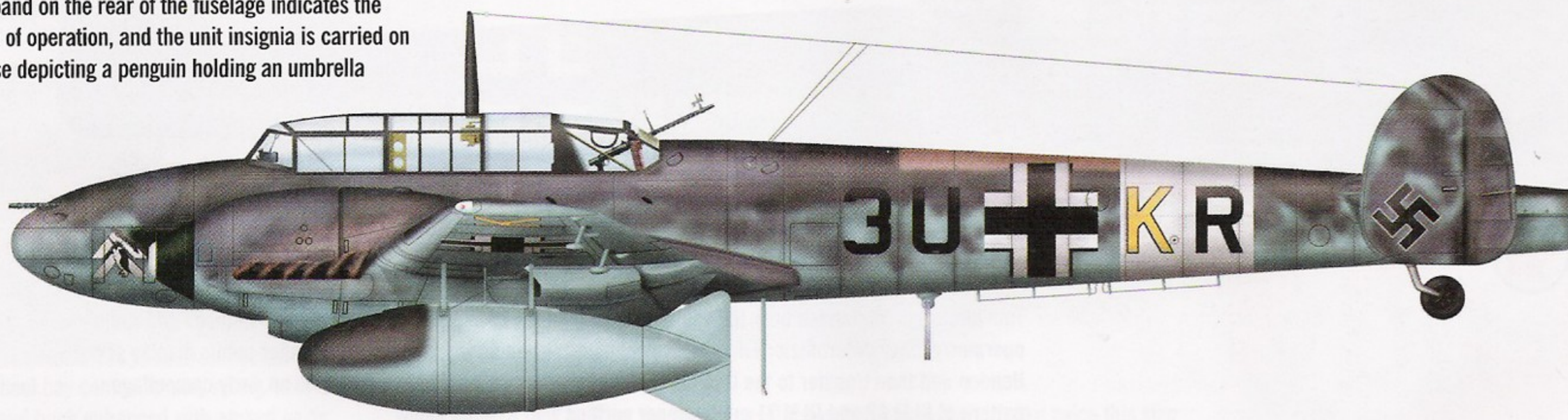
Used by Generallutzeugmeister Ernst Udet. This aircraft was in standard RLM greys, with RLM 74 and RLM 75 uppers, and bottom and side in RLM76. Spinners and fuselage band are white. The aircraft was stationed at Tempelhof airfield and was also used at Tarnowitz for armament trials

**Bf 110D-0 of NJG 1, code G9+JN, overall black grey**

This machine was used as a night fighter in the early stages of the war. Unit insignia is carried on the fuselage and is partially covered from view by the engine cowling

**Bf 110D-3, 3U+KR, 7./ZG26**

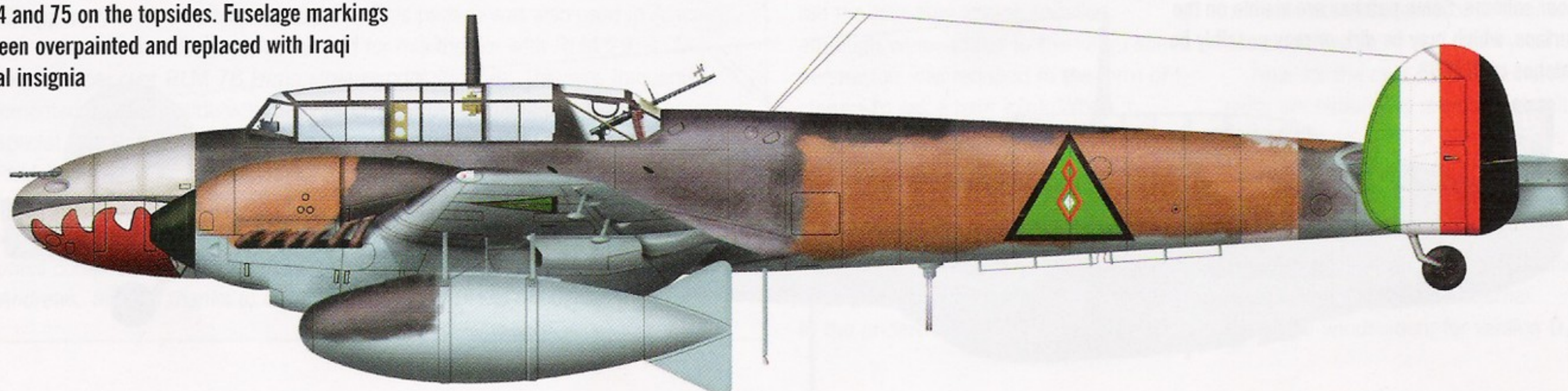
Based at Comiso or San Pietro on Sicily. This machine has a standard camouflage pattern of RLM 74 and 75. The white band on the rear of the fuselage indicates the theatre of operation, and the unit insignia is carried on the nose depicting a penguin holding an umbrella

**Bf 110D-2, 3U+CS, from 8./ZG26 during the battle for Crete**

The machine has the early splinter camouflage pattern of RLM 70 and 71 with RLM 65 at the bottom. The white nose is, presumably, a field application for fast identification in air-to-air combat

**Bf 110D operated by ZG 76 in Iraq**

This machine was in standard Luftwaffe colors with RLM 74 and 75 on the topsides. Fuselage markings have been overpainted and replaced with Iraqi national insignia



Bf 110E

Flown by Rudolph Hess during his bizarre flight to Britain. Not a 'D' of course, but included here purely out of interest. The aircraft is in a basic pattern of RLM 70 and 71 with RLM 65 undersides

**Bf 110D-1, S9 + C, from Stab of ZG1, Italy 1943**

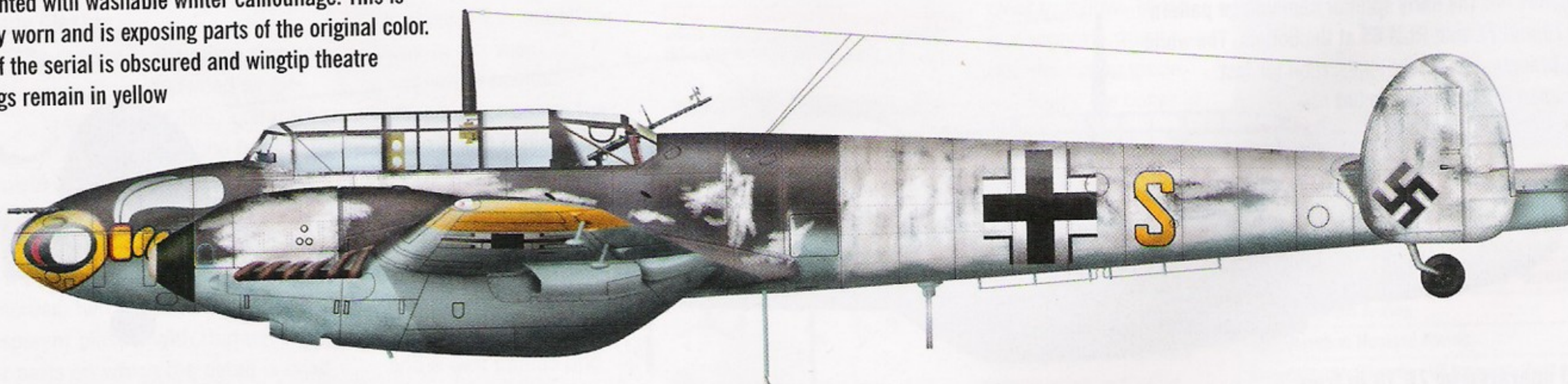
This machine was captured abandoned and features a simple version of the desert camouflage with RLM 79 upper and RLM 78 under surfaces

**Bf 110D Werke No. 3341, S9 + CK from Erprobungsgruppe 210**

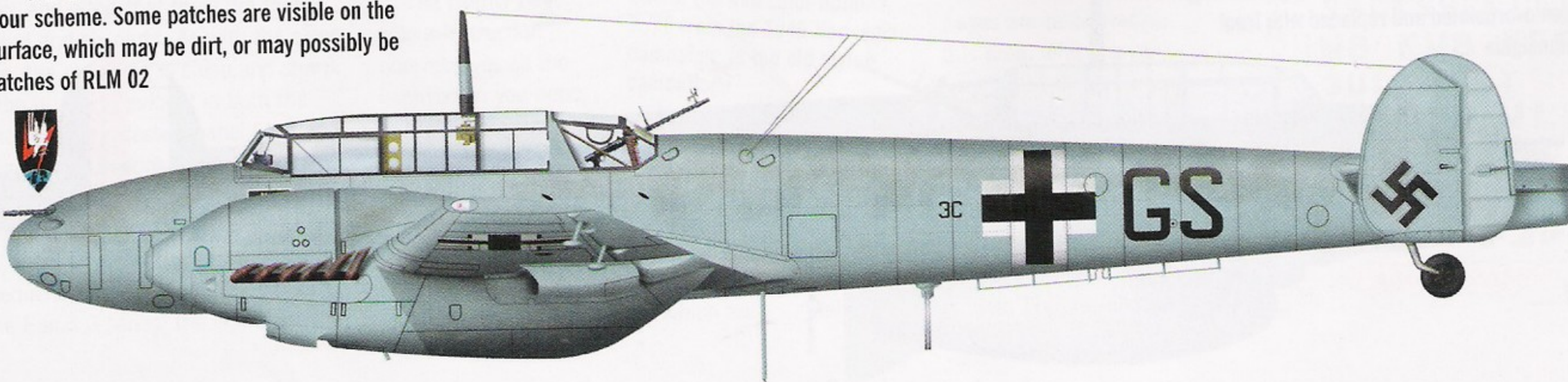
This aircraft crash landed near Hawkhurst on 15th August 1940, piloted by Oberleutnant Habisch and radio operator/gunner Unteroffizier Elfner. The machine is shown as it appeared shortly after public display at Hendon and then transfer to the USA for test by the Vultee Corporation, and carries an early camouflage pattern of RLM 02 and RLM 71 on the upper surface with RLM 65 below

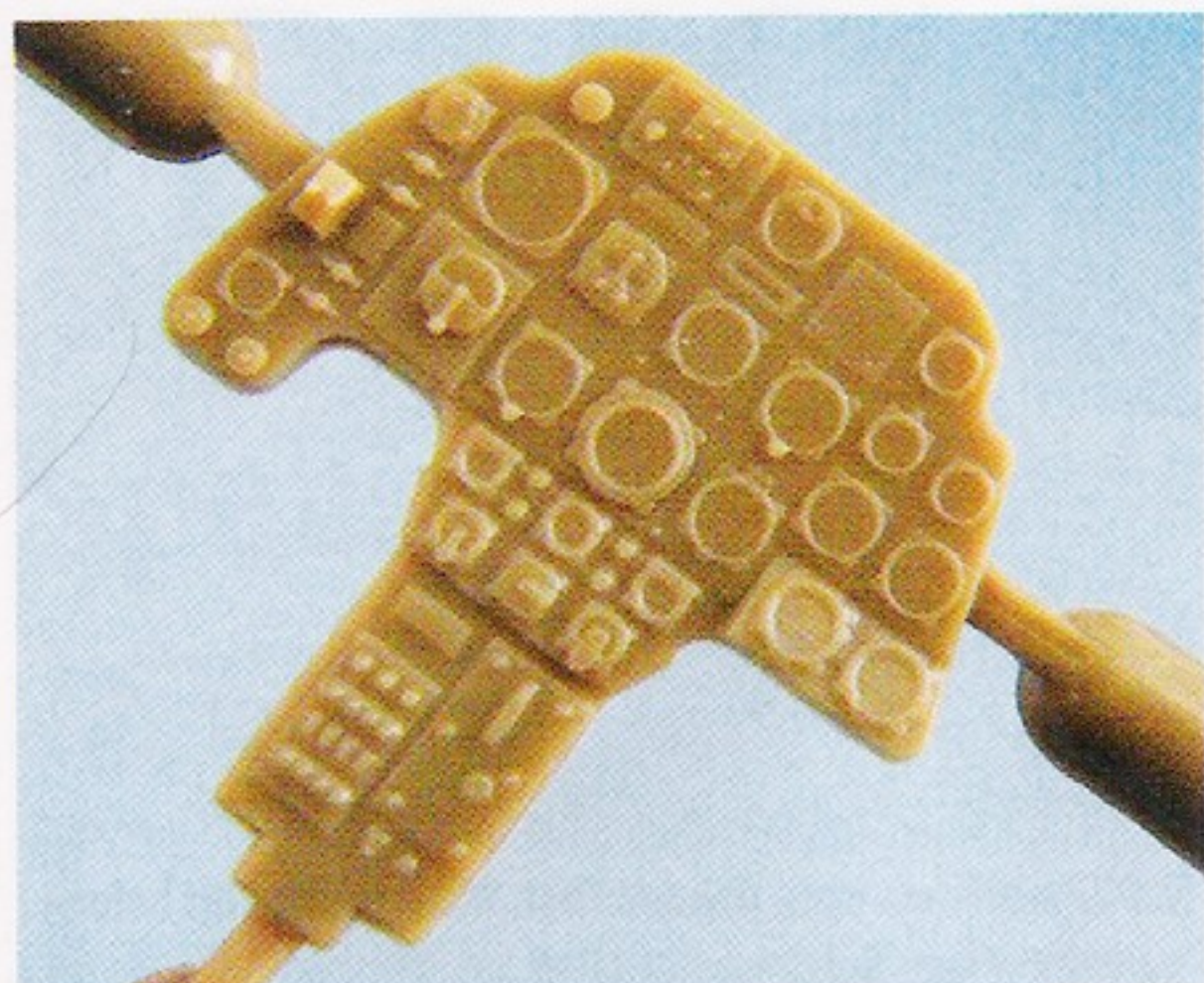
Bf 110D

With standard grey camouflage of RLM 74 and 75 but overpainted with washable winter camouflage. This is partially worn and is exposing parts of the original color. Much of the serial is obscured and wingtip theatre markings remain in yellow

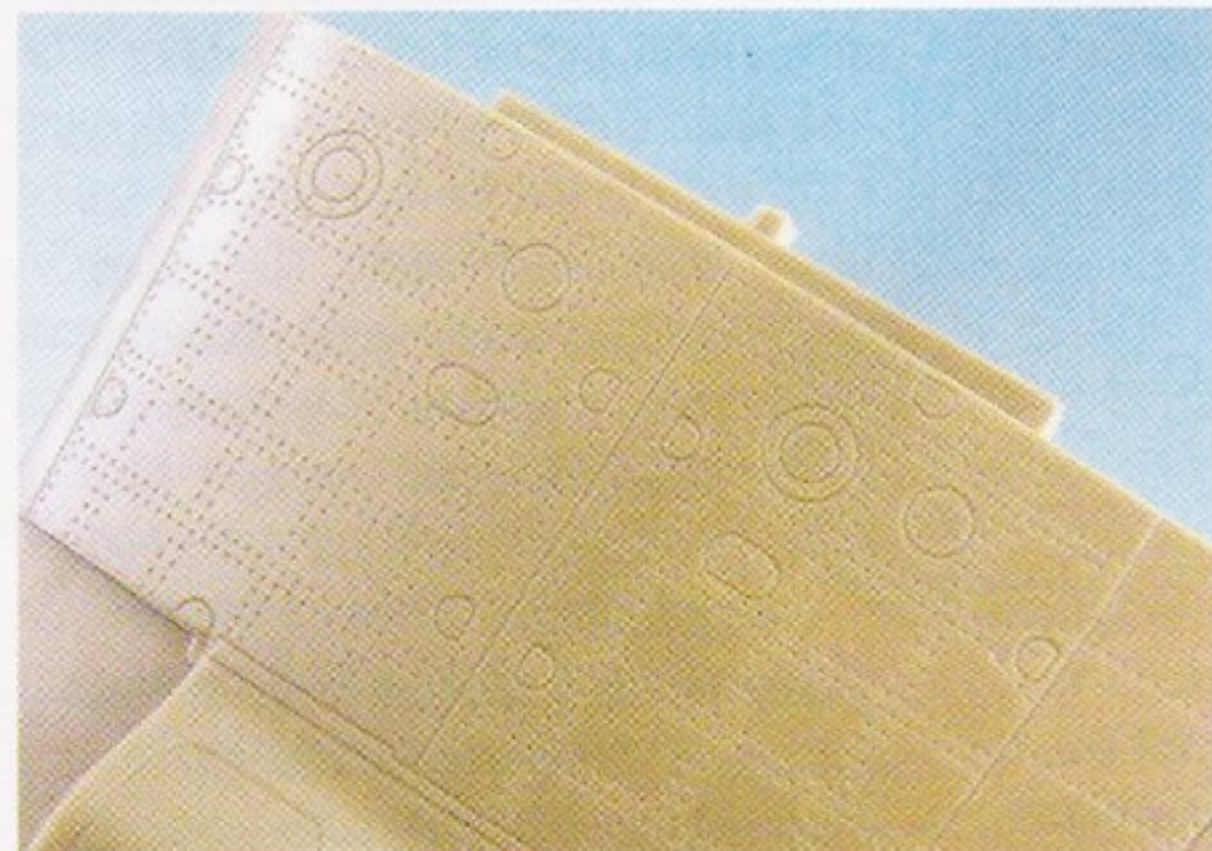
**Bf 110D, 3C + GS**

From Nachtjagdgeschwader 4, in a very rare overall blue colour scheme. Some patches are visible on the upper surface, which may be dirt, or may possibly be faded patches of RLM 02

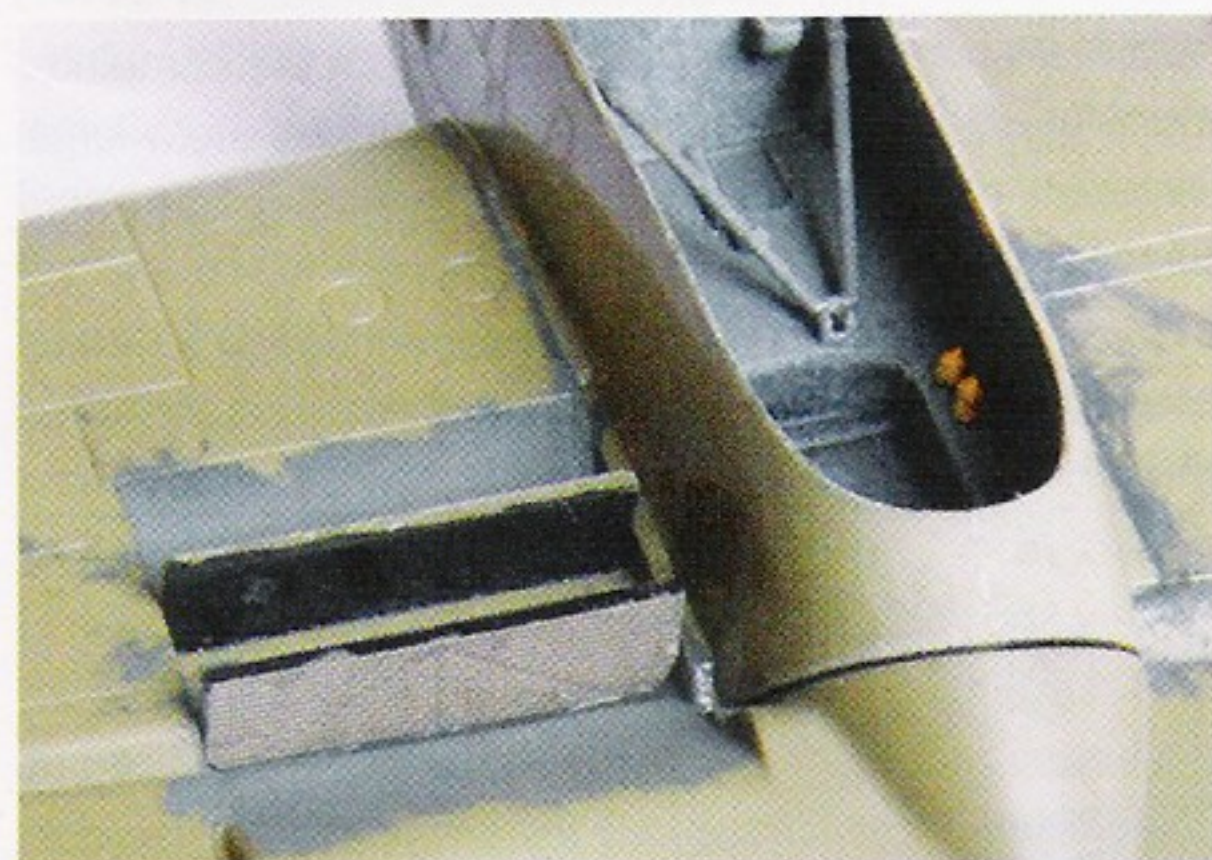




The injected part for the instrument panel – fine detail is a characteristic of the entire kit



Very fine recessed rivet detail on the surfaces – just the thing with the current trend for weathering washes



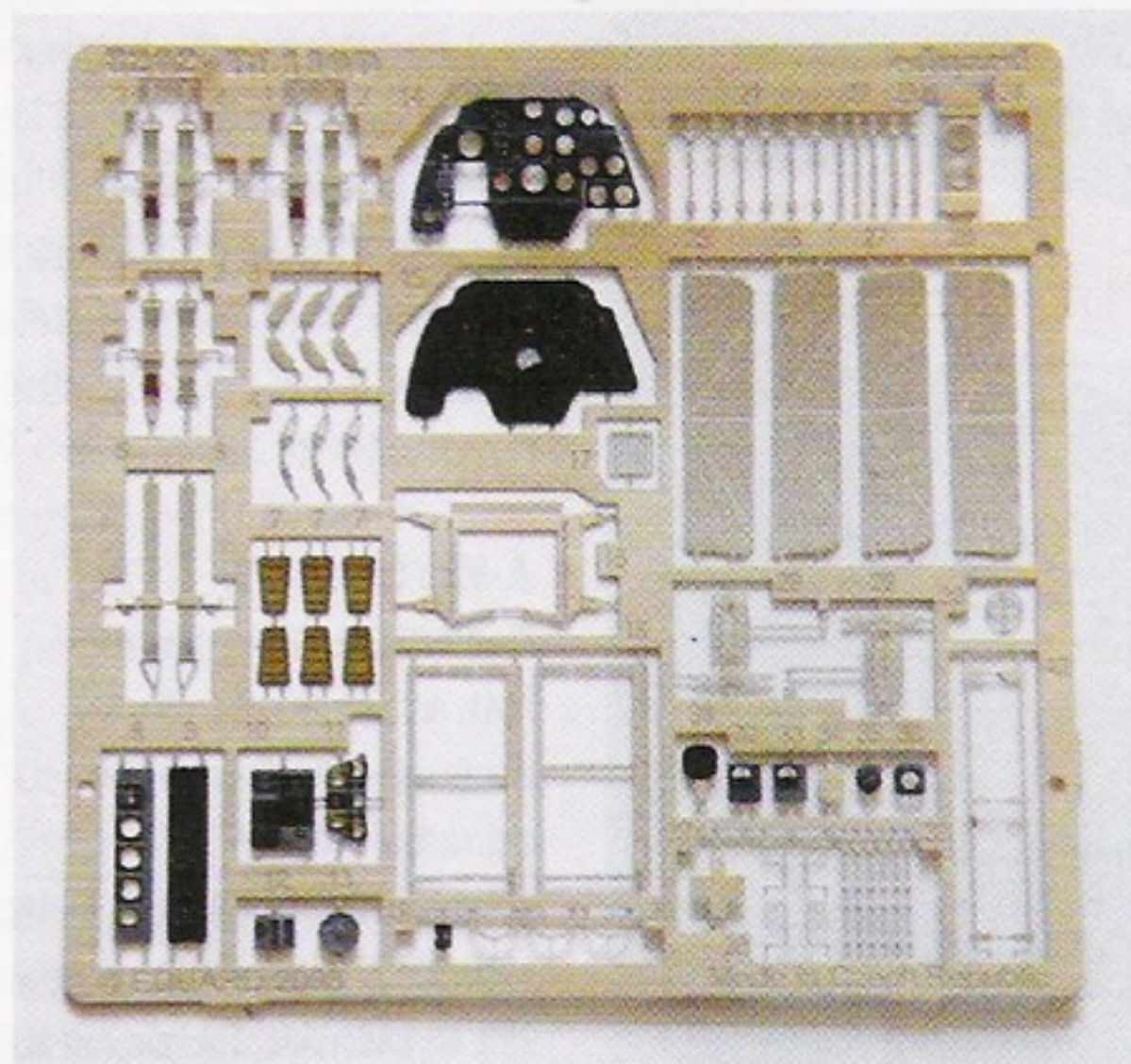
The wheel bay comes up very nicely, with both the radiator front and back enhanced with etched parts

have the option of a multi-part pre-painted etched instrument panel or plastic, and pre-painted etched seat belts. Once built up the cockpit fits into the new lengthened fuselage halves with ease.

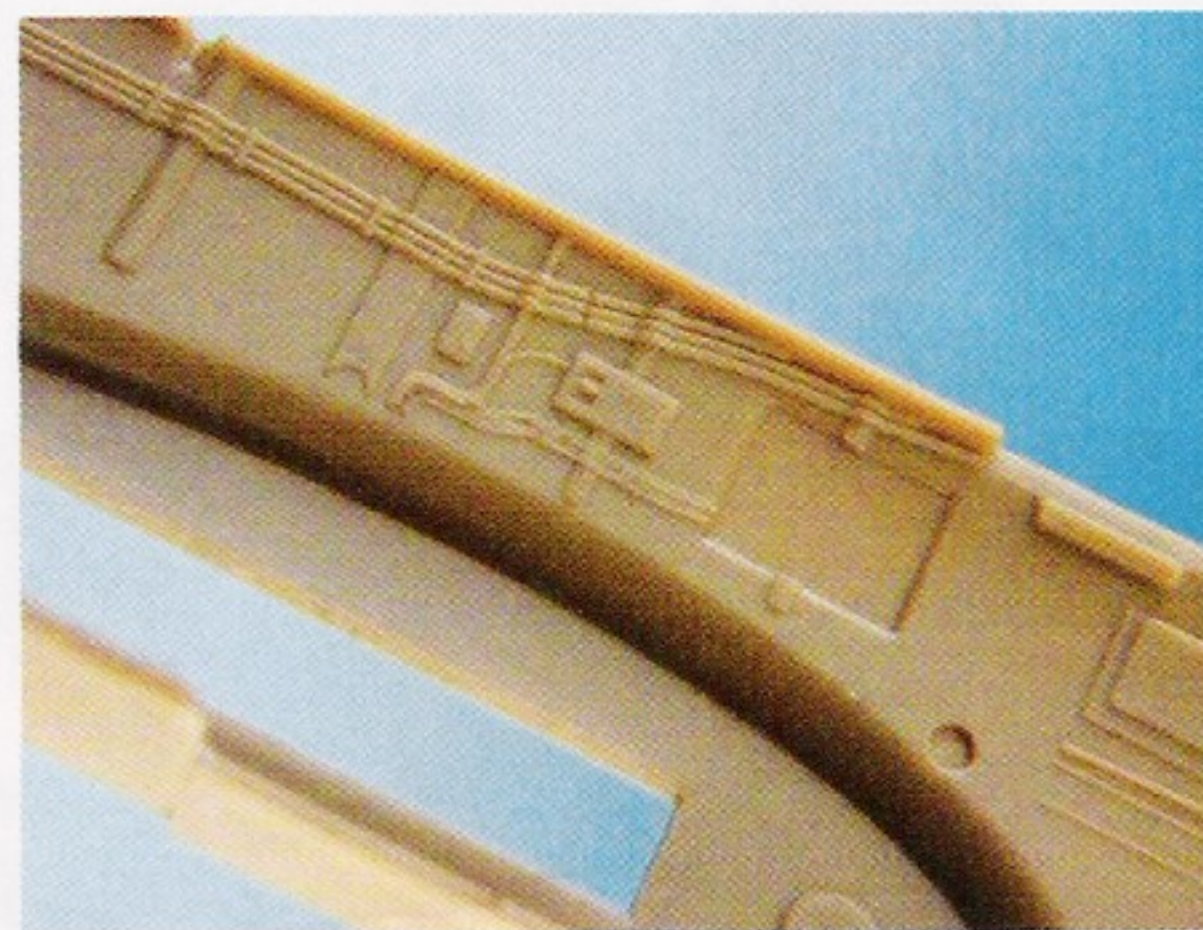
Next, half a page covers the front armament of four MG 17 machine guns, and this can be displayed with the cover open or closed. Again the fit is very good, as is the detail, even down to the wiring, although I did find



The MG 15 is nicely executed



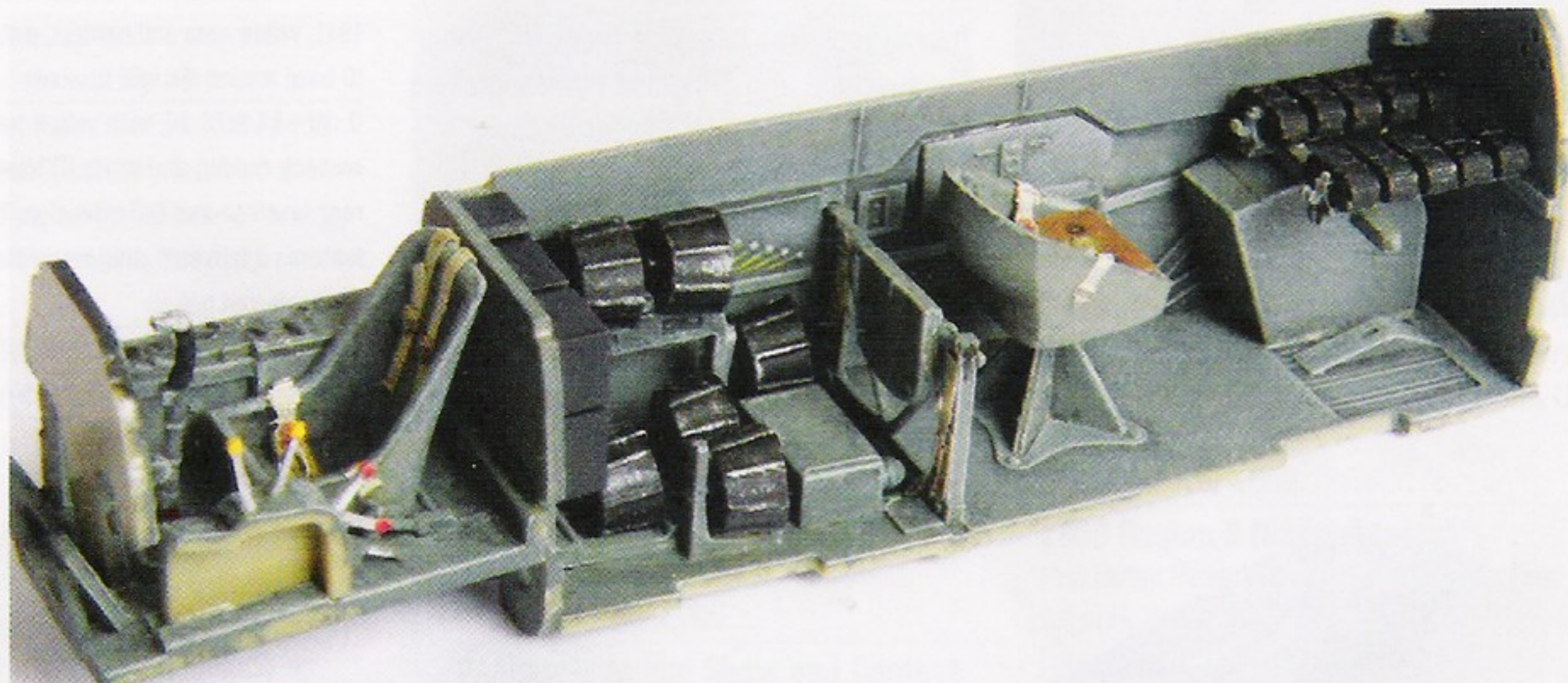
As is the norm a pre-painted etched sheet adds that little extra



Wiring and electrical boxes moulded onto the sidewalls will repay careful painting and drybrushing



Clamps ensured a tight fit of the engine nacelles to the wing



Once built up the cockpit would stand up to scrutiny on a kit twice this size

Profiles

In its operational history the Messerschmitt Bf 110D carried almost all major camouflage patterns used by the Luftwaffe. Most common, initially, was the splinter camouflage of *Schwarzgrün*, and *Dunkelgrün*, with *Hellblau* bottom. Later on the mid level camouflage pattern was introduced, with upper surfaces in *Dunkelgrün* and *Grau*, RLM 02. After some experience it became clear that this pattern was too light, so a mottle of the topside colours was applied to the fuselage sides.

The final camouflage pattern introduced and used by this type employed RLM 74 and 75 uppers, with the bottom in RLM 76. This pattern was also used in Africa, although a desert camouflage was developed for this theatre with RLM 79 *Sandbraun* upper over RLM 78 *Himmelblau* under surfaces. This was frequently supplemented on the topside with patches of RLM 80 *Dunkelgrün*.

A special camouflage pattern was used on night fighters and sources state that it was RLM 66 *Schwarzgrau* color. Some very rare examples saw the Bf 110D in overall RLM 76, while aircraft on the eastern Front carried a washable white camouflage during the winter.

Profiles compiled with assistance from Rudolph Laursen, Pawel Burchard and Paul Andrews. Special thanks to C-J Ehrengardt and Darko Mladenovic

that the cover could not be closed with the gun assemblies in place. This could have been my fault, but I did have a similar experience with the Fw 190, so if building the kit with the nose closed it may be necessary to omit some of the parts and simply fix the gun barrels in place.

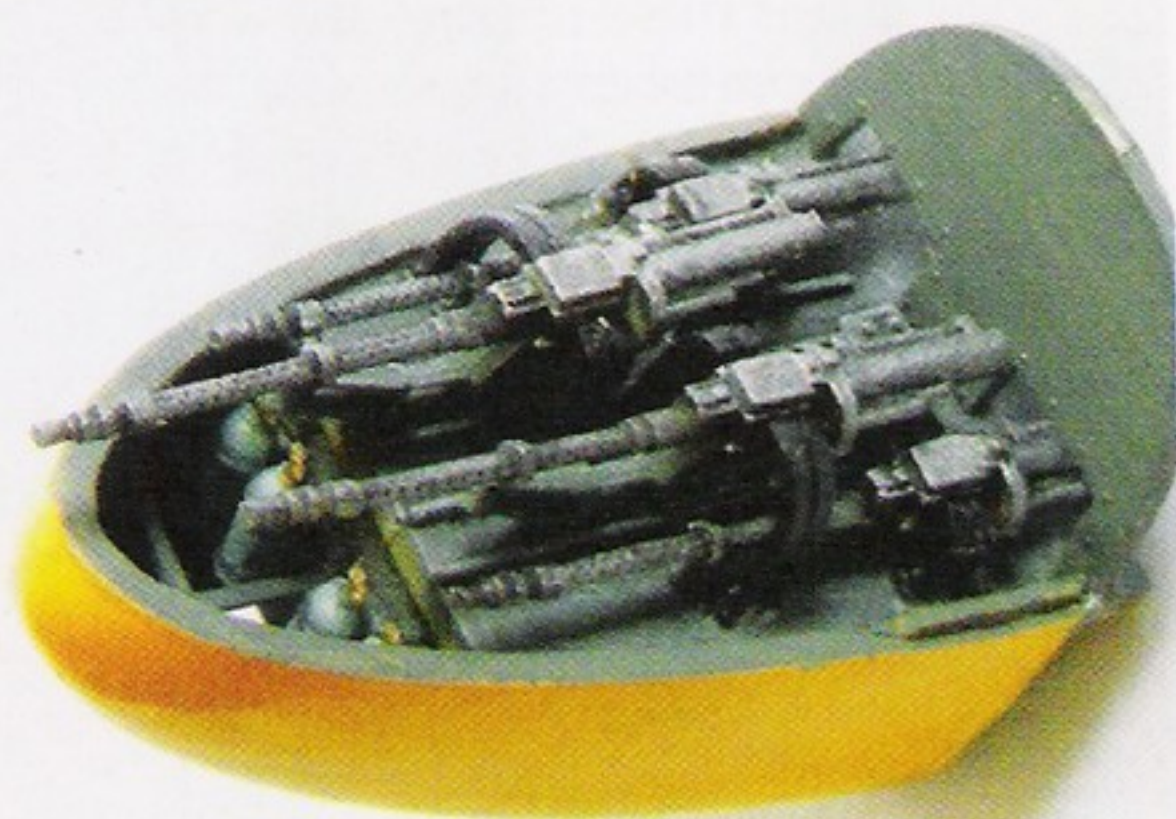
Page nine of the instructions brings us to the wings, and here you must choose which version you wish to make, as for version D, four holes need to be opened out in each lower wing half for the long range fuel tanks, as does the single hole required for version A1. The wings themselves fitted together well, and so did the four-part engine nacelles, although when added to the wing, some persuasion was required in the form of clamps to get a tight joint. When it came to fixing the two wings to the fuselage some adjustment and filler were necessary to the bottom part of the joint to blend the wings to the fuselage.

With the twin tail and the separate nose section fitted, I turned my attention to the undercarriage. Each of the main

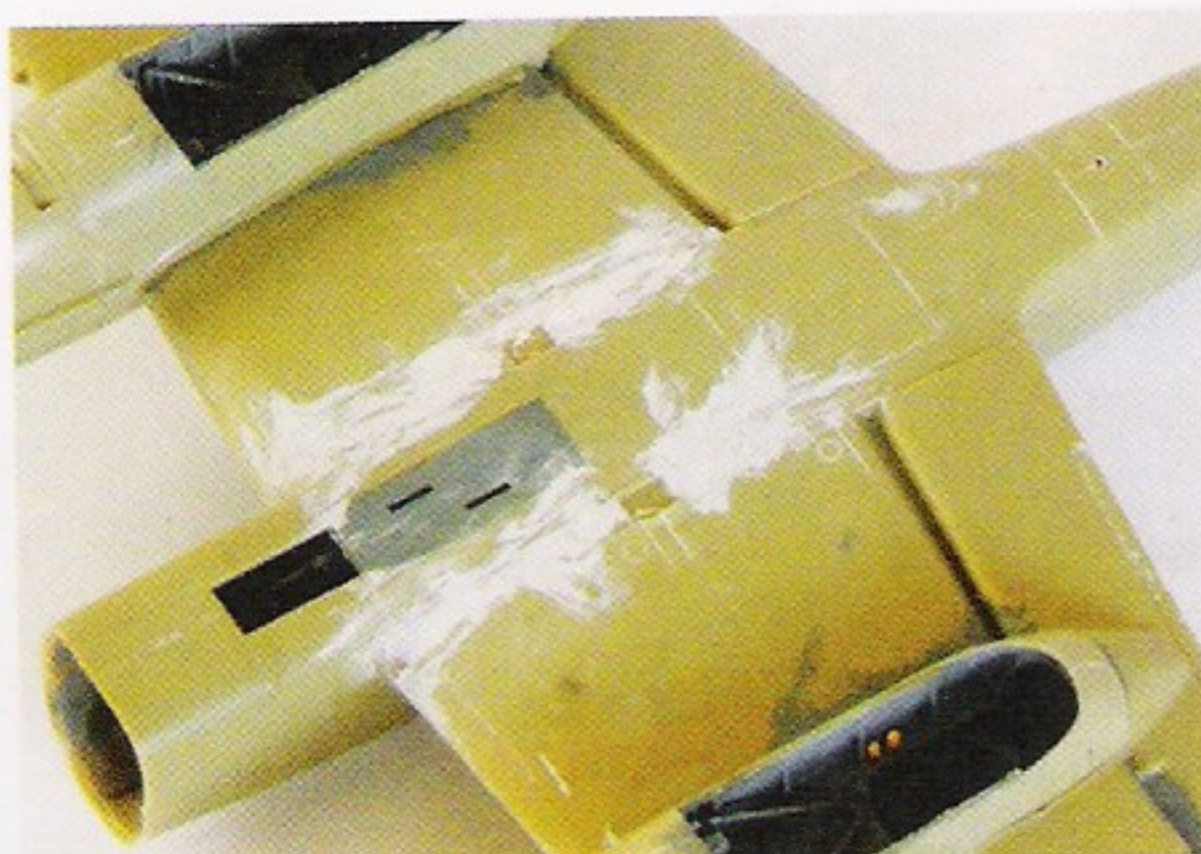
gear legs is made up from seven plastic parts, and the detail here is excellent, although I did have some concerns about the strength of the joint to the wheel bay. I needn't have worried as there is a mounting point on the forward wheel bay bulkhead, which proved sufficient to ensure a secure fit.

The last two pages are devoted to the glazing and external stores, but before turning to that aspect of the build the exhausts can be constructed. The twenty-four separate exhaust stacks are not hollowed out, so a fair amount of work will be required to remedy this – or some Quickboost replacements – but this aside the stacks fit onto their four bases with ease.

Now for the canopy. The ten clear parts are beautifully reproduced, with options for an open or closed pilot's station and the same for the single rear MG 15 machine gun, although the radio/rear gunner's station is not given this choice, the hatch being moulded closed. There is also an external armoured windscreen, for version D,



The detailed nose gun bay is impressive when built up



Some adjustment and filler was required around the bottom of the wing to fuselage joint



The ID markings were painted first, then masked off before the camouflage finish was applied



made up from a clear plastic piece and etched framing, as well as a number of etched parts to be attached to the interior of the main canopy transparency.

Finally the various stores are added, and there are a number of options here, depending on which one of the five versions you are making. Options A, C, D and E carry two bombs under the

fuselage, B has the large fuel tank under the fuselage and D is also fitted with two underwing fuel tanks.

Colour Options

Eduard are very generous in this department, supplying five options altogether, four of which come in the mid-war finish of RML 02/RML 71

uppersurfaces, and RML 76 underneath, with the sides of the fuselage and rudders in an RML 76 base, with a RML 02 / RML 71 mottle:

A. M8+SP, 6./ZG 76, Mediterranean Theatre, spring 1941, with white nose, sharks mouth and yellow engine cowlings and rudders

B. M8+OK 2./ZG 76, Norway, Spring 1940. RML 71/RML 70 upper surface and RML 65 underside. This aircraft is fitted with the

under-fuselage 1,050 litre Dachelbauch fuel tank

C. 3U+FM, 4./ZG 26 Mediterranean Theatre Spring 1941, yellow nose and rudders, with a narrow yellow ID band around the rear fuselage

D. 3U+LT, 9./ZG 26, with yellow nose, a yellow bar on each rudder, and white ID bands around the rear fuselage and tail extension. This option features a ladybird emblem on the nose and was the preferred option

E. S9+CK, 2./ Erpr. Gr.210, Battle of Britain, August 15th 1940, plain camouflage, with no colour trimmings



The decals are first class, beautifully printed with a gloss finish in perfect register, and when it came to applying them to the kit no problems were encountered at all. They were easy to adjust once placed on the kit with no bleed through, what more can you ask?

Conclusion

Eduard's kits just seem to get better and better. If like me you thought the radial engined Fw 190s were good, be prepared to be impressed. The level of detail is quite remarkable, and combined with an overall good fit makes for an easy kit to build for all but the complete novice, added to which there are a large number of spare parts, hinting at further versions to come.

Highly recommended, as are all the variants in this series.

● SAMI





IPMS USA Column

Special Interest Groups



Like any hobby, modelling has its specializations and as individuals we have our own interests and themes that we enjoy – the fact that you bought this magazine demonstrates that of course. As an aircraft modeller, over the years I have gone through periods where I've built up collections of Israeli AF, French, Finnish AF and WWII Luftwaffe aircraft. In more recent years, I have been creating a collection of RAF fighters 1918 to present in 1/48. I am currently on an Airfix fixation – an 'Airfixation' I suppose – and so I've been an active member of the Classic British Kits SIG of IPMS/UK for some three years now. So what is a SIG?

Basically, it's a group of modellers who share a similar passion within the broader spectrum of modelling. By forming a group, they can exchange information, source kits, contribute to displays and generally share their common interest. In the case of Classic British Kits (CBK), this is a shared enthusiasm for those familiar names of British kit manufacturing – Airfix, Matchbox and Frog being the three best known of these. To that end, we have our own home on the web, as part of the Unofficial Airfix Modellers' Forum (<http://gregers.7.forumer.com/index.php>) and as a SIG we have created well-received displays at the last two Scale ModelWorlds, featuring Airfix in 2007 and Matchbox in 2008. For 2009, we shall complete our grand triumvirate of Classic British brands by focusing on The World of Frog – the influence of this legendary but overshadowed manufacturer on our hobby should not be underestimated.

Given the success of CBK/UK, those of us in the US decided to create our own SIG as part of IPMS/USA, called

CBK/USA. Now historically, SIGs in the US have been somewhat less common than in the UK. One commonly held theory for this is simply the distances involved in travel to shows, especially the National Conventions. These shows have also historically given over all of their floor space for the competition and to vendors, leaving no room for chapter/SIG displays. That has slowly been changing over the past four or five years, with Phoenix taking the lead in 2004. At CBK/USA, we hope to have a presence at the 2009 Nationals, where we will showcase Classic British Kits with an American flavour. It is my hope that future Nationals will encourage the display of non-competition models by SIGs and chapters by allocating space for them.

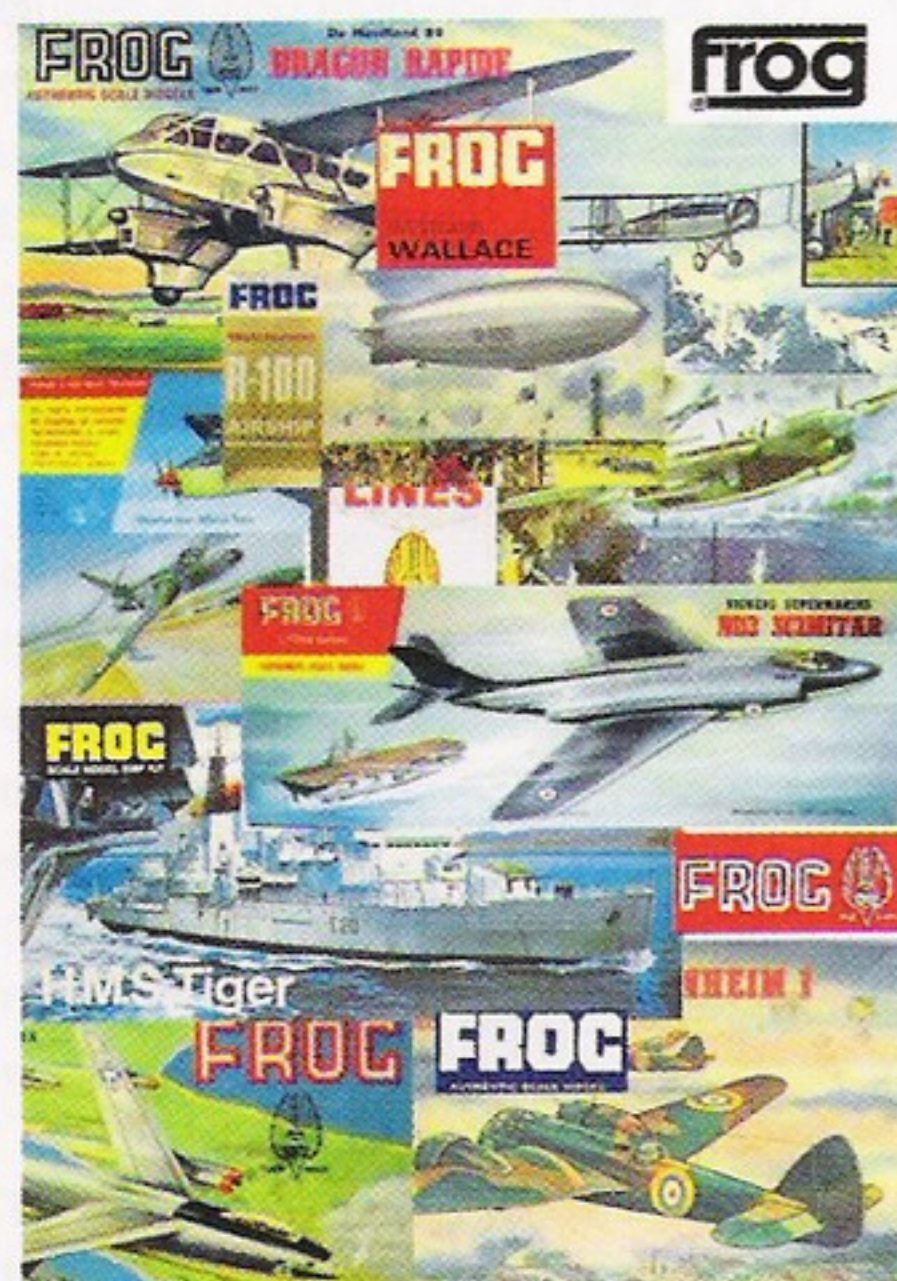
The rise of the internet has also opened up new opportunities for SIGs, and chapters of course, as each can now communicate more readily than in the days of the infrequent Xeroxed newsletter. Being part of a SIG can reinforce your own interests and bring a resurgence of energy to your hobby – it certainly has for me.

Here's a complete list of current IPMS/USA SIGs:

- Black Swamp Modelers – Fantasy, Sci-fi, Horror, Dinosaurs
- Captured Aircraft – Aircraft in captured markings
- Classic British Kits – To promote enjoyment of manufacturers such as Airfix, Matchbox, Frog
- CAMMO – Wheeled and tracked military models
- CVN – US Naval Aviation
- South Atlantic – Modeling subjects in the South Atlantic from the days of sail to today
- Fire Bombers – Fire bombing aircraft
- Scale Firehouse – emergency vehicle models
- Heavy haulers – Commercial trucks
- P-47 Advocates – The P-47 Thunderbolt
- PT Boats
- Racing and Record Aircraft
- Sci-Fi and Fantasy – Sci-fi and fantasy subjects
- Small Air Forces – Modeling the World's



Airfix's old 1/72 Canberra converted to the prototype by Paul Bradley



The World of Frog – CBK's display for 2009



Typical SIG display at Telford – the CBK stand in 2008

- Small Air Forces
- SubCommittee – Submarines
- Two Wheeled Modelers – Motorcycles
- WarWheels – Armoured Cars/Wheeled Fighting Vehicles
- What-If? – Modelling what might have been

More details, including contact information, can be found in your current



A Classic British Kit – the Airfix HP42 by John Ratzenberger

IPMS/USA Journal. If you don't see a SIG that covers your special interest, why not consider setting up your own SIG? Contact Glen Broman via the IPMS/USA website for more details. And as always, you may post questions at the IPMS/USA Forums – visit us on the web at ipmsusa.org.

● SAMI



CBK celebrated Matchbox at Telford 2008

Shows USA

■ June 20th, 2009

Peninsula Model Show and Contest 2009

Ft. Worden State Park, Bldg 204, Port Townsend, WA

Presented by IPMS/North Olympic Peninsula Modeler's Society

<http://www.nopms.net/>

■ June 20th, 2009

IPMS Metro Atlanta Model Expo

Cobb County Civic Center, 548 S Marietta Pkwy. Marietta, GA

Presented by IPMS/Marietta

<http://www.ipmsmetroatlanta.org/>

■ June 20th, 2009

Ontario IPMS Mini-Con 2009

Ontario Senior Center, 225 E. "B" St. Ontario, CA

Presented by IPMS/Ontario

<http://www.ipms-ontario.org/>

■ July 18th, 2009

2009 Virginia Shoot-Out

Roanoke Civic Center Exhibition Hall, 710 Williamson Rd NE, Roanoke, VA

Presented by IPMS/Roanoke Valley

<http://www.rvipms.com/>

■ July 25th, 2009

2009 Region 9 Model Contest

First United Methodist Church, 3101 Colusa Hwy, Yuba City, CA

Presented by IPMS/Dragon Lady

Harold Osburn (530) 674-5907

■ August 2nd, 2009

2nd Annual GTR Summer>NNL

Algonquin Township Office, 3702 US Highway 14, Crystal Lake, IL

Presented by IPMS/GTR Auto Modelers

Chuck Herrman (847) 516-0211

■ August 9th, 2009

Bassett Place Mall Show

Bassett Place Mall, 6101 Gateway W, El Paso, TX

Presented by IPMS/El Paso

John Estes (915) 598-6957

■ August 9th, 2009

Lower Left Coast>NNL

Al Bahr Shrine Auditorium, 5440 Kearny Mesa Rd, San Diego, CA

Presented by IPMS/San Diego Model Car Club

Darryl Gassaway (619) 284-2157

■ August 19th to 22nd

IPMS National Convention - 2009

Hyatt Regency/Battelle Hall, 350 N High St, Columbus, OH

Presented by IPMS/Eddie Rickenbacker

<http://www.ipmsusa2009.org/>

American Patrol

Back To the Future?



I always enjoy cruising on over to the Telstar Logistics website, <http://www.telstarlogistics.com> to see what Group Leader Todd Lapin is up to. Darn if there wasn't a blog about a flying car called the Terrafugia Transition successfully lifting off the ground for 37 seconds. Wow. (No offense Todd).

So why am I not more excited? Well, as I write this, there is a contraption for sale on eBay. They only want \$3.5 million for it and it has been garaged since 1977. It's the aptly named Taylor Aerocar, which was one of several proven designs for a car that can be converted to a plane, or is it the other way around? Several of these things were built around 1956. One of them was used quite a bit in a popular contemporary actor's weekly comedy television show and another recently performed at the Experimental Aircraft Association (EAA) Airventure at Oshkosh, Wisconsin.

The Aerocar apparently flies—pretty well, in fact—and it was designed about sixty years ago. There two other flying automobiles that were actually certificated by the FAA before the Aerocar, but that's the subject of next month's column. As the old saying goes, 'There is nothing new under the sun.'

So who was Molt Taylor? Moulton B. 'Molt' Taylor was born in Portland, Oregon in 1912. He graduated from the University of Washington (state) with a degree in Aeronautical Engineering and was inducted into the US Navy as a pilot shortly before WWII. Sources say the Molt did not do much flying in the Navy, but instead worked on surface-to-surface guided missile systems.

When Taylor left the Navy shortly after the war, he started Aerocar International and designed his first flying car. According to the EAA's history of the Aerocar, Molt Taylor got the idea for the Aerocar after meeting Robert Fulton, Jr. during a trip to Delaware and seeing Fulton's design for a flying car. Fulton's Airphibian was a workable design, but Molt Taylor thought he could devise a better solution for storing and transporting the wings. Some



Front view: ready for takeoff! (Priceside Vehicle Marketing)



Rear view in highway configuration (Priceside Vehicle Marketing)



Cockpit or interior? (Priceside Vehicle Marketing)



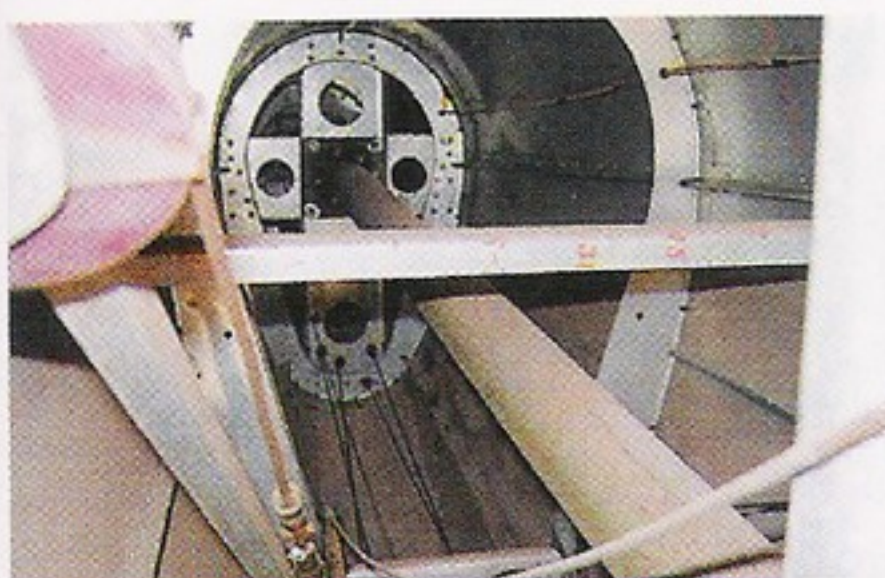
Now, tell me that isn't cool looking (Priceside Vehicle Marketing)



Port view in flight configuration (Priceside Vehicle Marketing)



The Lycoming engine (Priceside Vehicle Marketing)



View inside the fuselage showing driveshaft (Priceside Vehicle Marketing)



That big gear looks like what you see on a slot car motor, only bigger! (Priceside Vehicle Marketing)



Here is the setup for towing the wing, empennage, and propeller (Priceside Vehicle Marketing)



Fifties heart throb and popular comedian Bob Cummings with his Aerocar. I remember seeing him fly it on the show. Bob held the very first Flight Instructor Certificate ever issued by the Federal Aviation Administration (photo courtesy of Jake Schultz)

sailplane designs that allow the aircraft to be trailered behind a vehicle before and after flight.

The first Aerocar was conventional enough in its choice of power plant, using a horizontally opposed, four-cylinder Lycoming air-cooled engine variously quoted at developing 150 or 160 hp. It cruised at 100 mph hour in the air and redlined at 67 mph on the ground. It had a range of 300 miles in the air and better than 400 on the ground and it burned eight gallons of fuel per hour at cruise in the air and got eighteen miles per gallon on the ground.

Now I know that eighteen miles per gallon sounds terrible to all of you over there, but it's way better than a lot of the lead sleds that folks were pushing around on the asphalt over here in 1956. And when you consider it only took five minutes to convert the Aerocar from one mode to the other, its overall performance was not bad at all.

According to the EAA web site, Molt Taylor decided to use fiberglass panels for the fuselage - or body if you prefer - several years before the material was used

for the Corvette. Looking at photos of the Aerocar, one cannot help being struck by the Bonanza-like 'vee' tail and the pusher propeller. Did Molt see a picture of the Göppingen Gö 9? And, when compared to the Airphibian, the Aerocar is a radical design, whereas the Airphibian looks much like a contemporary light plane when viewed from the front. Automotively speaking, the Aerocar preceded the Austin Mini by several years with its front-wheel drive arrangement for road travel. Citing the EAA web site again, Taylor said that the single biggest challenge in the design was dampening out vibrations that occurred in the ten-foot long driveshaft.

I got so fired up about flying cars doing this column that I plan to give you a complete summary of US designs for these things next month, starting with the 1912 Curtiss Autoplane all the way up to the Terrafugia Transition mentioned at the start of the column and the Moller M200, which looks like an underpowered flying saucer that bills itself as the 'world's first flying car.'

But we know better, don't we?

● SAMI



Note the Taylor Aerocar's resemblance to an insect in this picture (Priceside Vehicle Marketing)



Raoul Castro reputedly behind the wheel of the red Aerocar shown here, which is offered for sale (Priceside Vehicle Marketing)



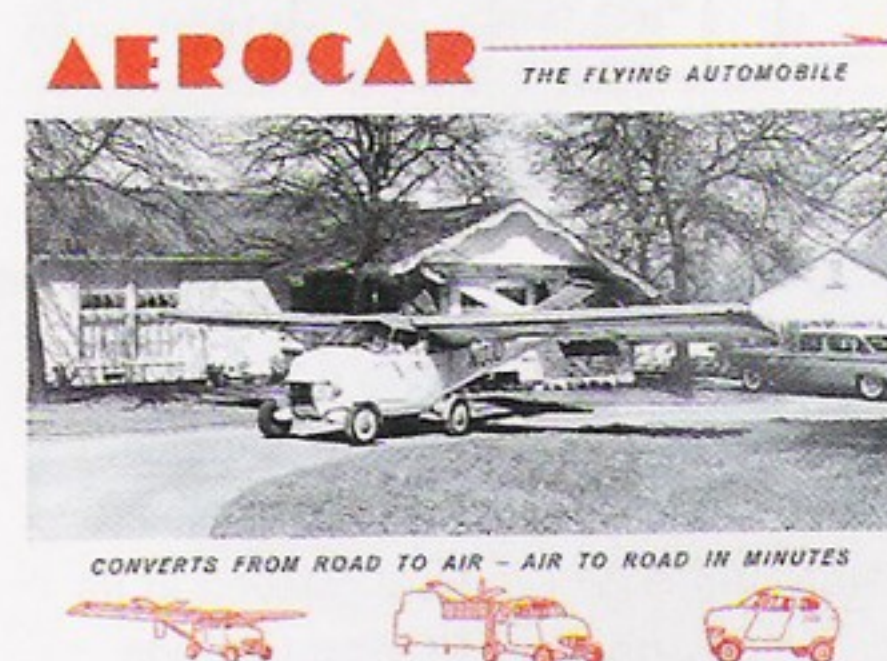
An Aerocar at Oshkosh EAA meet (www.airphibian.com)



Aerocar sales brochure (www.aerocarforsale.com)



A recent photo of a still-flying Aerocar (www.airventuremuseum.org)



Aerocar sales sheet (Priceside Vehicle Marketing)



This Aerocar is currently flying in the US (<http://inventorspot.com>)

A Pair of Pups

Two colourful trainers from the venerable Airfix tool



I have often heard the story that Sopwith's type 9901 got its name 'Pup' because of its size and resemblance in relationship to the Strutter. In fact Sopwith's first true single-seat fighter was derived from a small single-seat personal transport and aerobatic aircraft built for Sopwith's chief test pilot Harry Hawker in 1915. The Pup as it eventually came to be known was approved by the Sopwith experimental department on February 9, 1916, however it wasn't until Christmas 1916 that the first complete Pup unit,



no. 54 Squadron, reached France. This nippy little fighter immediately became a favourite with its pilots, both in the RNAS and the RFC, who revelled in its excellent handling abilities at altitude. Surprisingly in an era when a fighter aircraft's usefulness on the front line often lasted only a matter of months, the Sopwith Pup was retained in France until the end of 1917. Even then the Pup continued to be built in large quantities, mainly for use in trainer units, and the type was still in production at the time of the Armistice. A total of around 1,896 Pups were built by the time the type was declared obsolete by the RAF in December 1918.



WWI FIGHTER CLASSICS



The Kit

The Sopwith Pup is another of those classic WWI fighter aircraft designs that is long overdue an update in 1/72. The only offering we have in this scale is the venerable Airfix tooling, which first appeared on the shelves of Woolworths in 1974. I'm not sure of the current availability of this kit but it was re-released a few years ago and is generally easy to find. The kit itself was the last WWI aviation subject that Airfix released and is generally regarded as their best, but even so there are a number of modifications that can be made to

improve the accuracy, and these are all comprehensively listed by Ray Rimmel in the back of the *Sopwith Pup Datafile Special*. I have two editions of the Airfix Pup in my stash; one dates I would guess from the early eighties and is moulded in a light yellow plastic. The second, in a grey plastic, was purchased



about fifteen years ago. As one would expect the earlier edition shows a slightly sharper quality of moulding, however both versions are reasonably clean of flash and defects.

TECHNICAL DATA

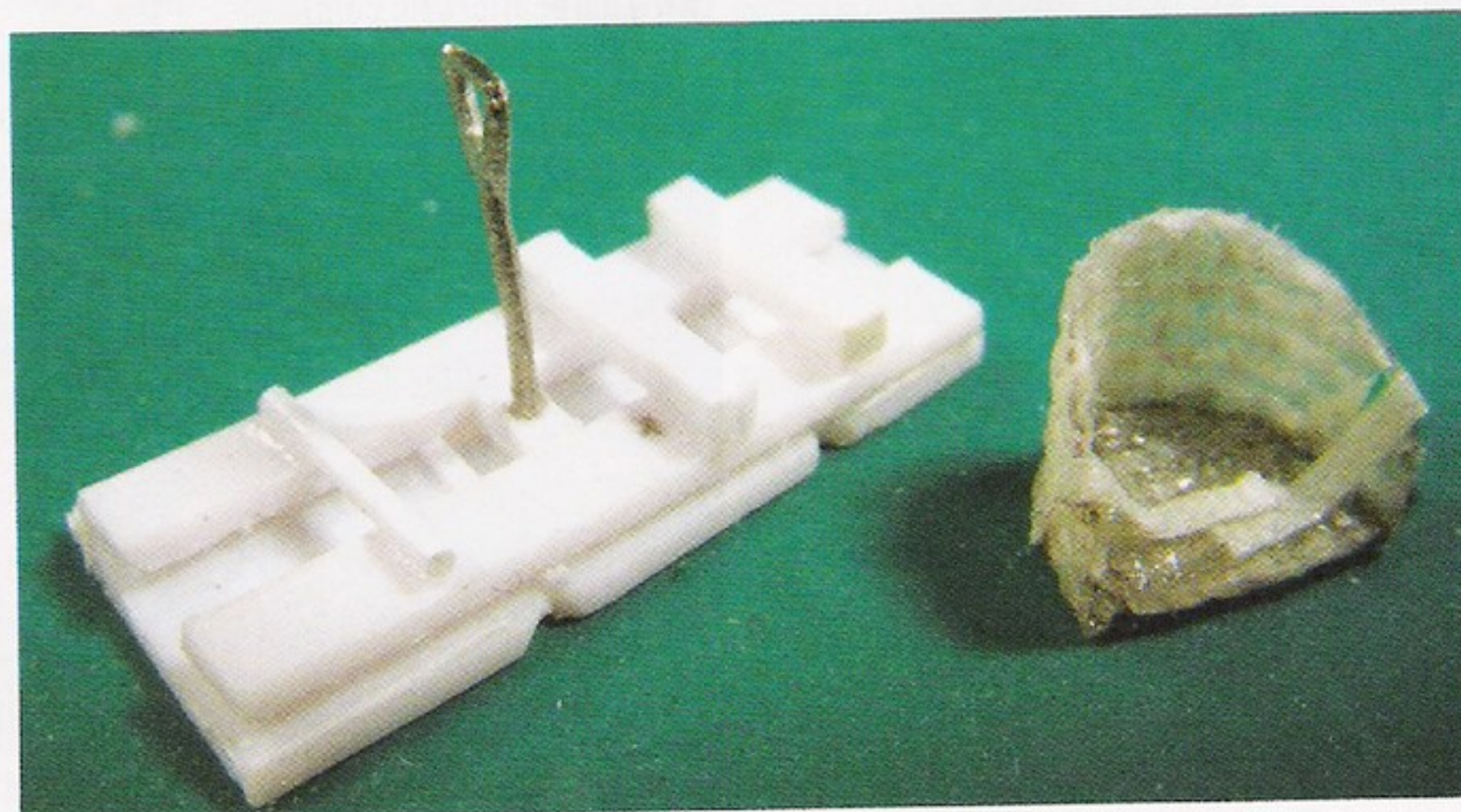
Scale: 1/72
Kit No: 01062
Price: OOP
Decal Options: 2
Panel Lines: Recessed
Type: Injection Moulded Plastic
Manufacturer: Airfix

Decals

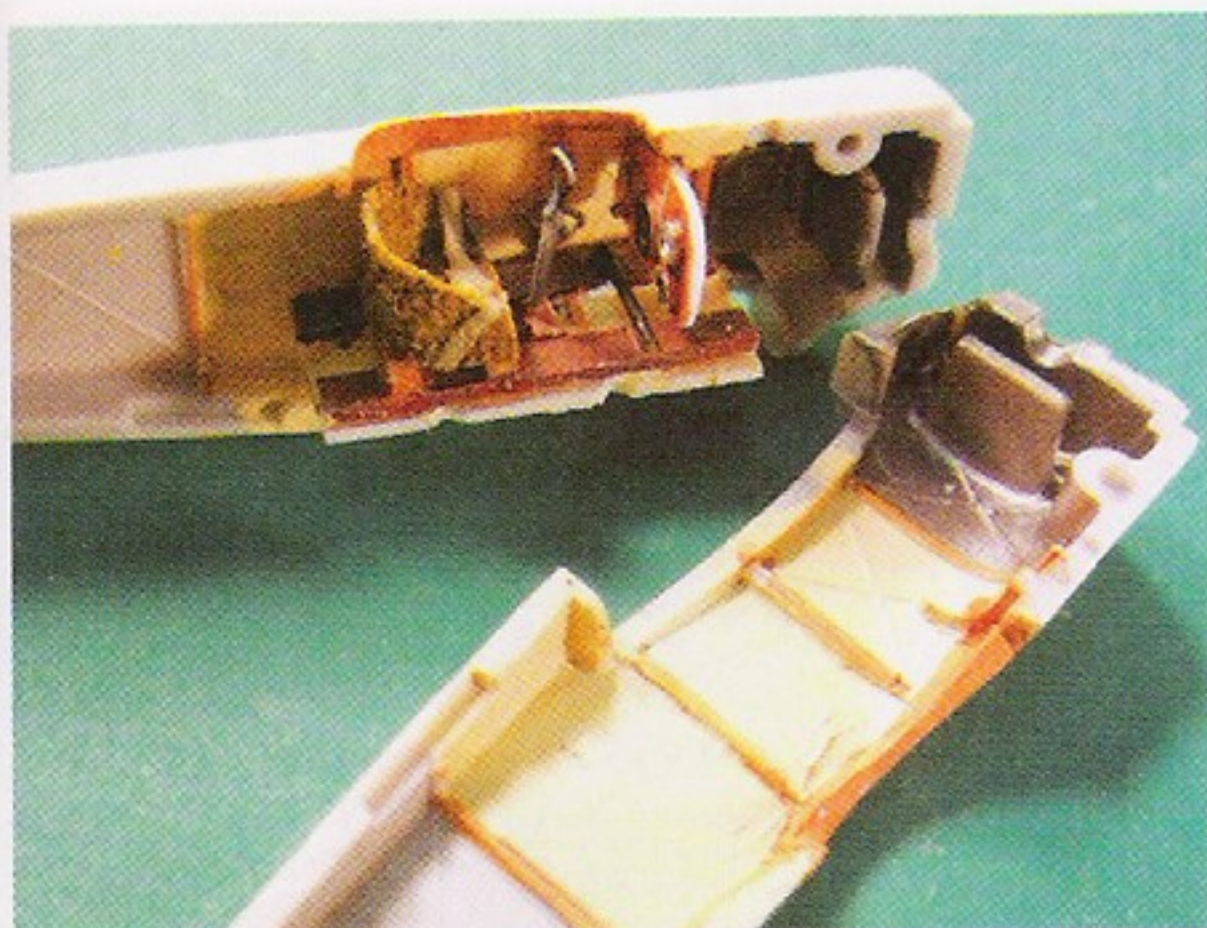
Each kit comes with a small decal sheet but neither is that inspiring. Luckily Blue Rider came to the rescue some years ago with a couple of sheets allowing the modeller to attempt some of the many colourful trainer pups from WWI. It was the second sheet that I intended to use for my pair. This contains two options, B7575 A chequerboard black and white coloured trainer, and C272 which had red white and blue strips across its fuselage. Visually the decals are well printed and very attractive.

The Fuselage

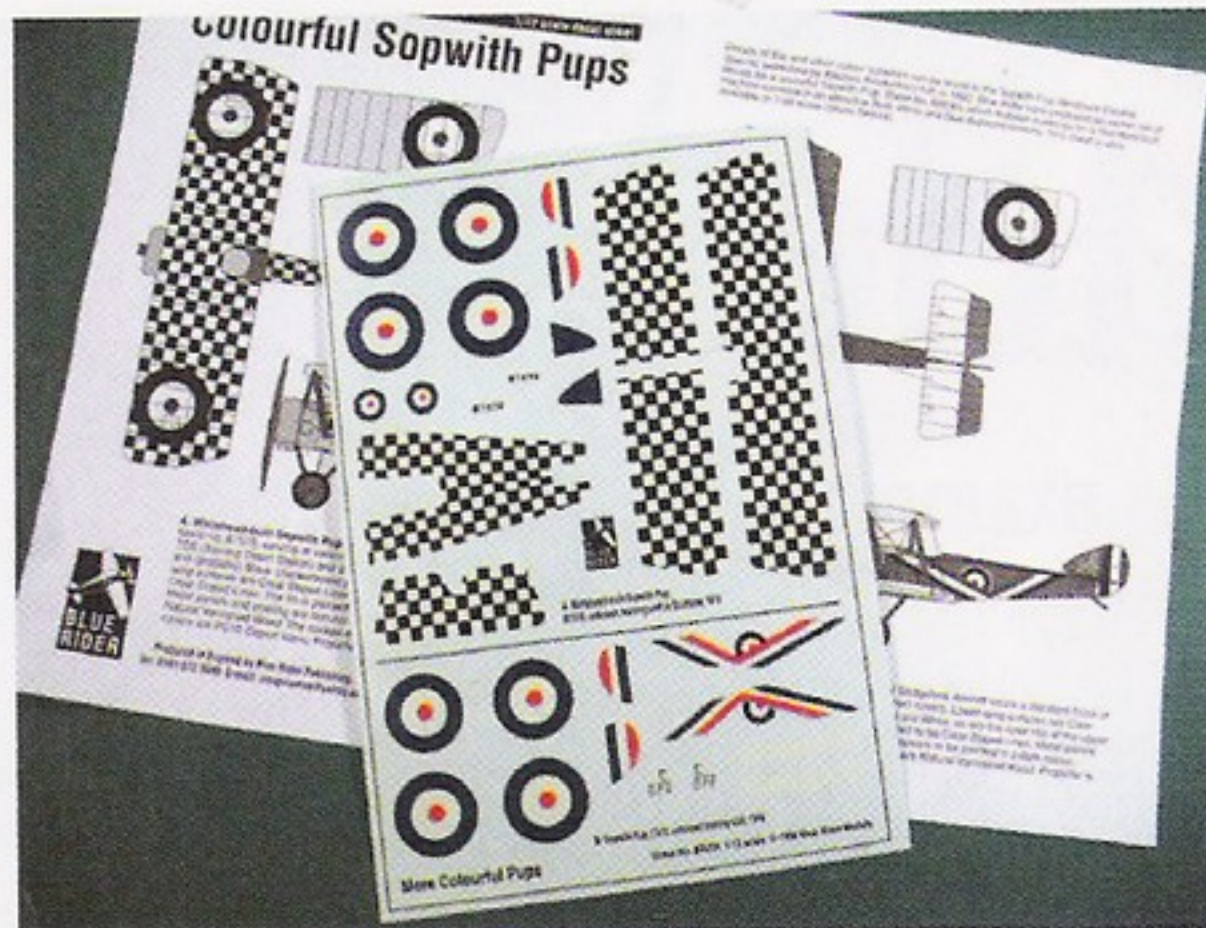
My first task was to carry out some basic modifications to the fuselage halves. As detailed in the *Windsock* special the stringer detail each side of the cockpit is incorrect. While Ray suggests removing it, I decided to go one step further and replace it. This was done by gluing very thin strips of 10 thou Plasticard onto the fuselage in a kind of noughts and crosses pattern. Once in place these were then sanded down until the protrusion from the fuselage was very slight. A triangular exhaust channel was also opened out on the underside of the forward fuselage



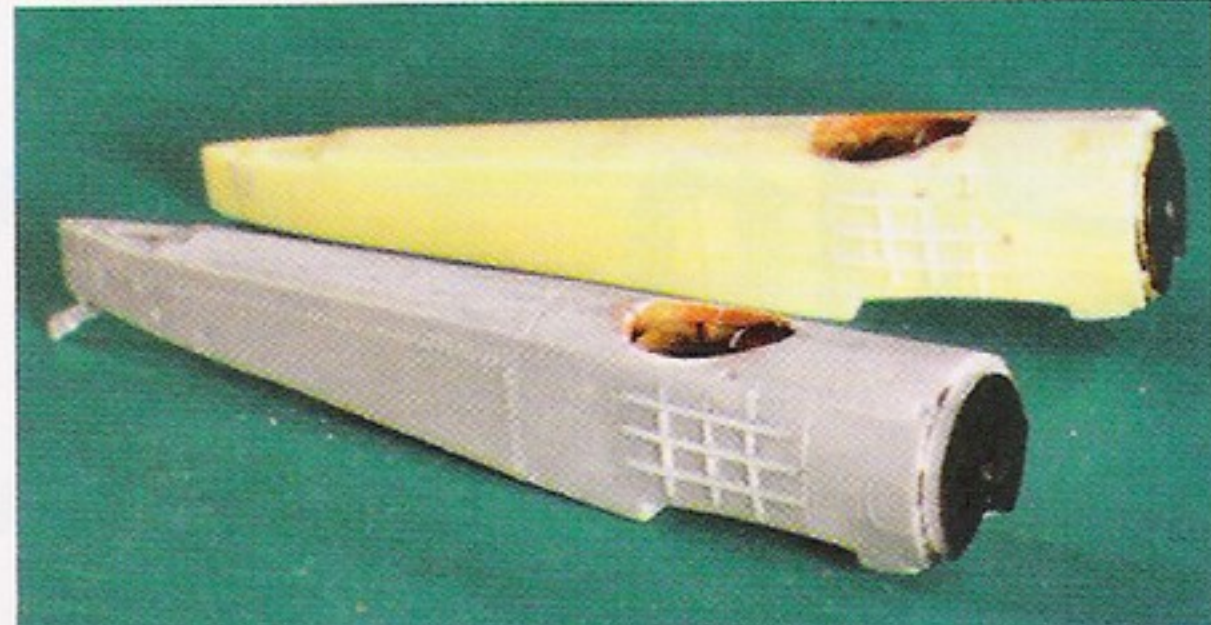
Scratchbuilt internal detail. The Wicker seat is made from fabric hardened with superglue



The interior detail is painted and fitted



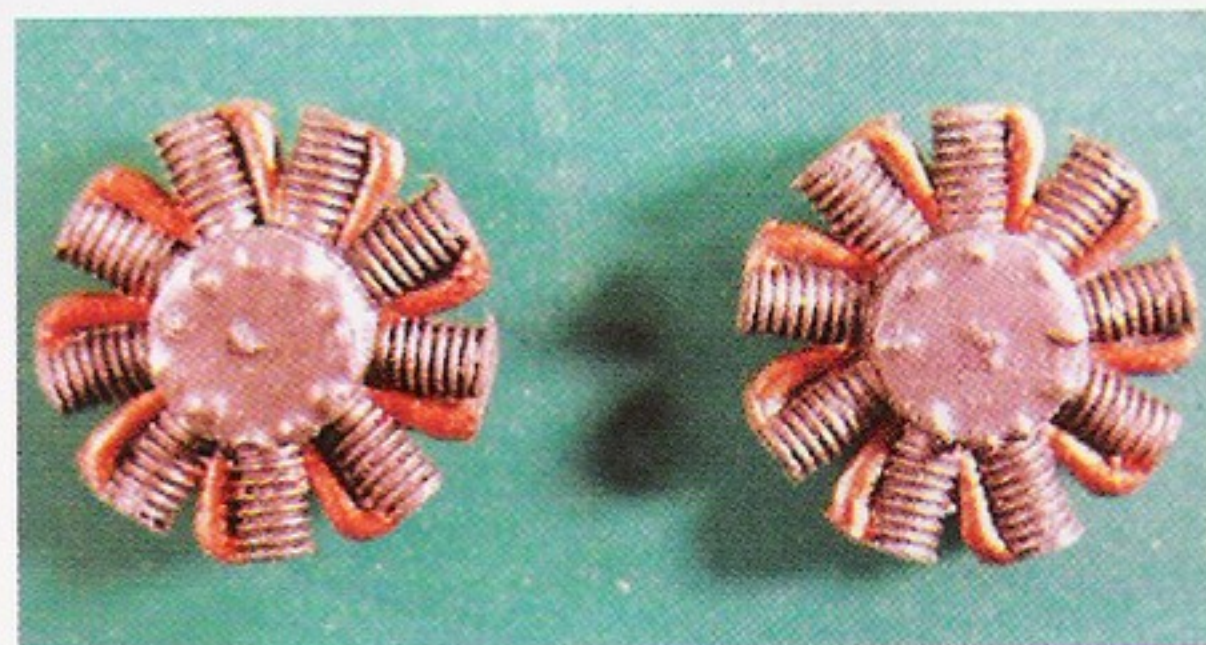
The Blue Rider decal sheet



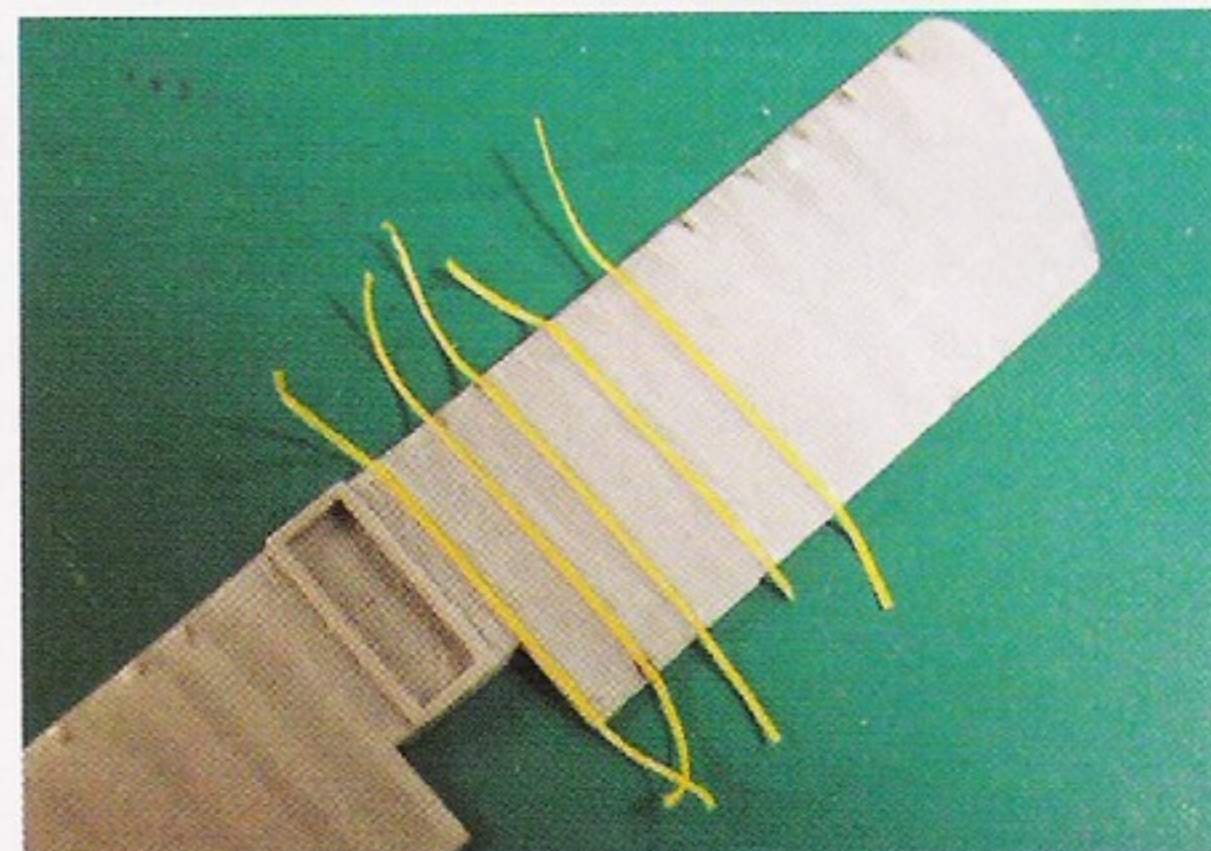
The fuselage halves are closed



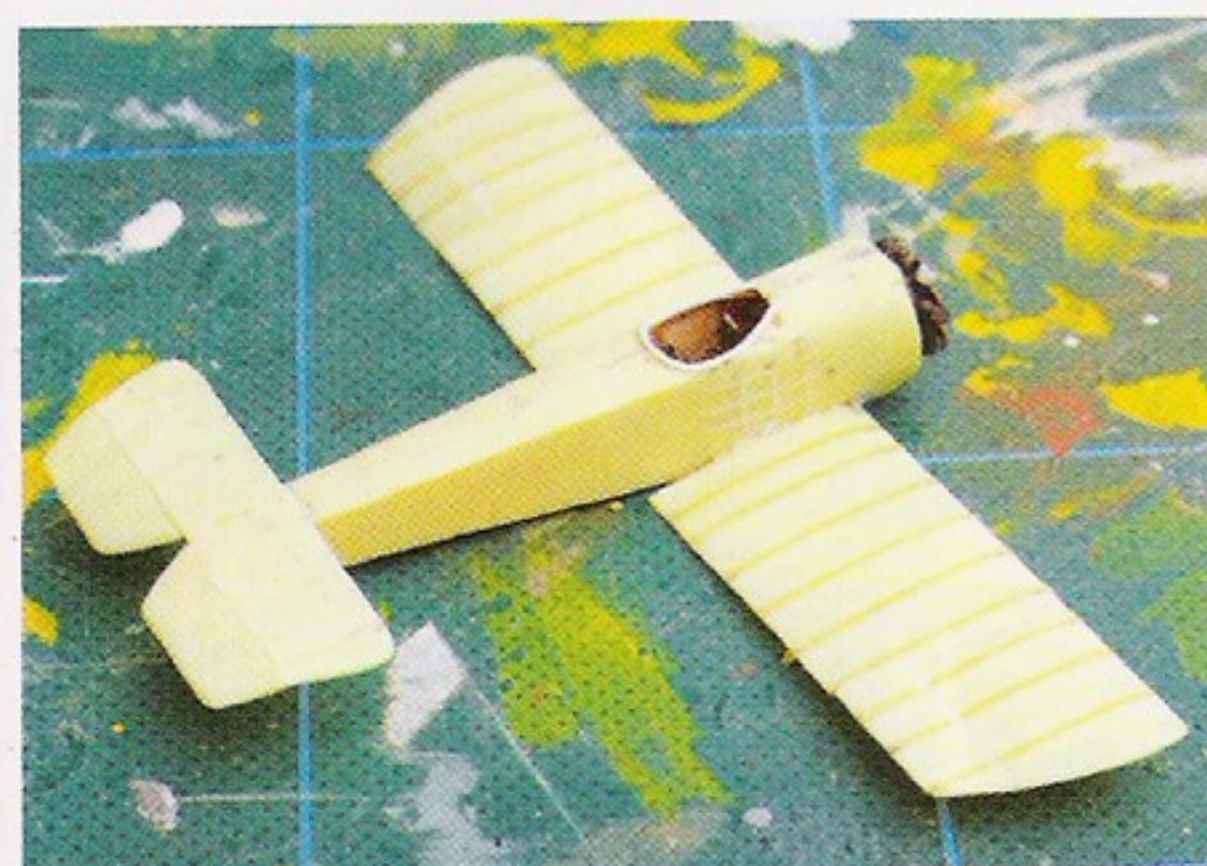
The aft tip of the fuselage is modified to include a kingpost



The Le Rhone engines are modified from Revell E.III spares



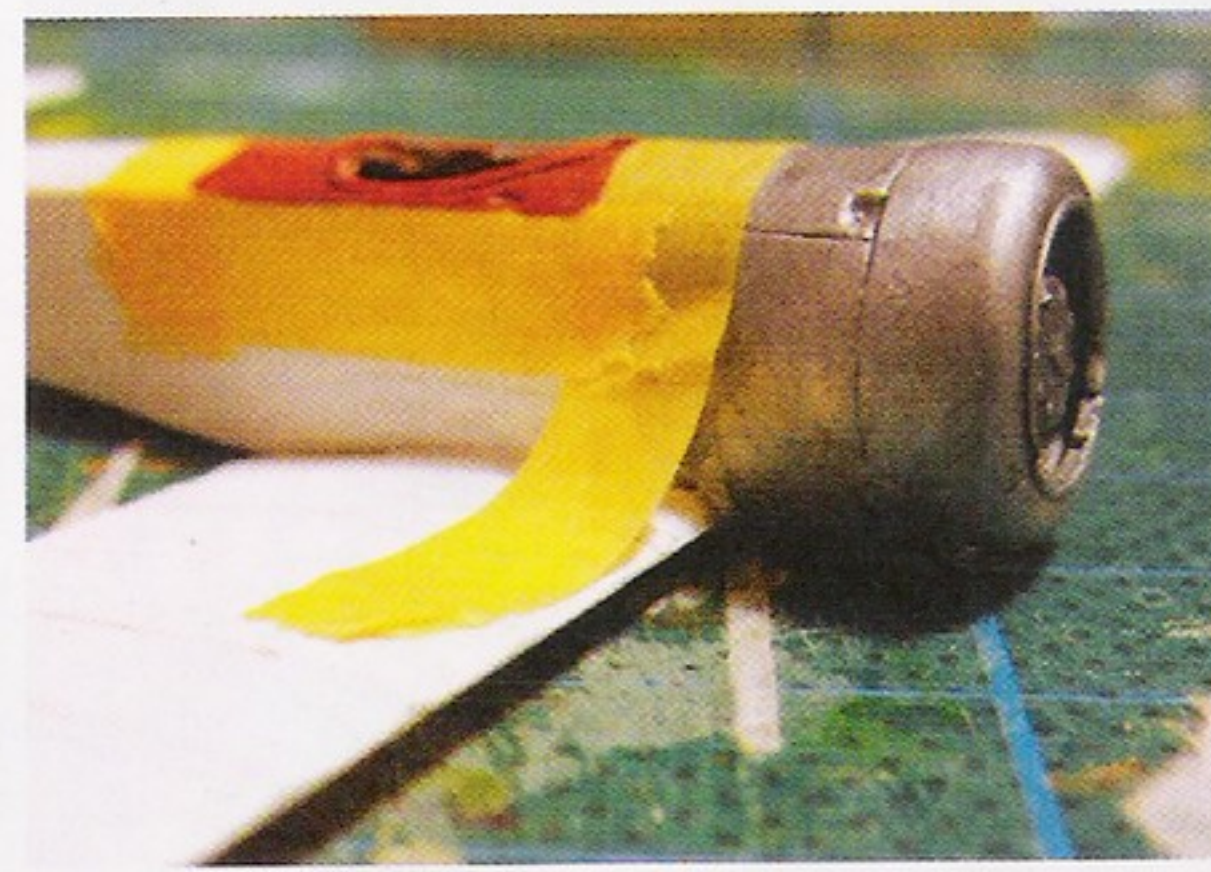
Rib tape detail is added to the rubbed-down wings using masking tape



The lower wing, tailplane and engine are fitted



Some filler will be needed around the cowling



The metal forward fuselage and cowling is masked off and painted

using a razor saw. Very little remedial work was required here as the plastic was just about thick enough to accept the removal of a channel without leaving too big a hole in the centre.

Work then began on the internal cockpit. For its day the original Airfix cockpit is actually quite good, but once again I decided to go the extra yard, throw out what I had and start from scratch. A floor was made from scrap Plasticard while the wicker bucket seat was manufactured from pieces of rough fabric, hardened with superglue. Strips of masking tape were added to depict the seatbelt. The instrument panel was again made from Plasticard while the dials were cut from various sizes of plastic tubing, and to this I added an Aeroclub control column and photo etch throttle for each of the Pups. All these parts were then painted, fitted into position and the fuselage halves closed.

As documented in the Windsock special the Pup had a king post in the tail of the fuselage. In order to create this I used Ray Rimmel's suggested method of filing out a slot in the rear fuselage and then adding a small piece of plastic rod to the tip.

Lower Wing and Tail

As with most older WWI models the flying surfaces of Airfix's Pup are very

overdone and my first job was to attempt to improve the appearance of the wings. I began by sanding away all that heavy rib detail until the surface was almost flat. The effect this gave



For C272 the fuselage roundel and white fuselage stripe were replaced due to the translucency of the decals

was satisfactory for the undersides of the wings and tail section, but not perfect for the uppersides. After scratching my head for a while on how to improve this I decided to try gluing very thin strips of Tamiya masking tape across the upper surfaces of the wings to represent rib tapes. This was done once the wing had been glued into position. It does still look a tad heavy to me and I do wonder whether I've wasted a few nights replacing one abomination with another one, but the deed is now done and I have at least managed to reduce the level of sag of

the wings. Perhaps next time I will try using decal film for the rib tapes.

If the tail is fitted in the position intended you will find that its position is a little further back than it should be. To rectify this, the slot was cut away on the tailplane, and the corresponding recess on the fuselage was extended by approximately 2mm. Before fitting the tail I scored the elevator hinge line with a scalpel, bent the elevator downwards and sealed it into position with some liquid poly.

The Engine

Both of the trainers that I was attempting to build were powered by 80hp Le Rhone engines. While the kit engines would make reasonable representations of the Le Rhone Rotary they are a little on the small side, so I began hunting through my spares box for some suitable replacements. After a few false starts I eventually settled on using a pair of engines that originally came from the Revell Fokker E.III kit. These items were modified by flattening the centre of the engine and gluing a



To make it easier to fit the checkerboard fuselage markings the decals were cut into three sections

Pup Parade

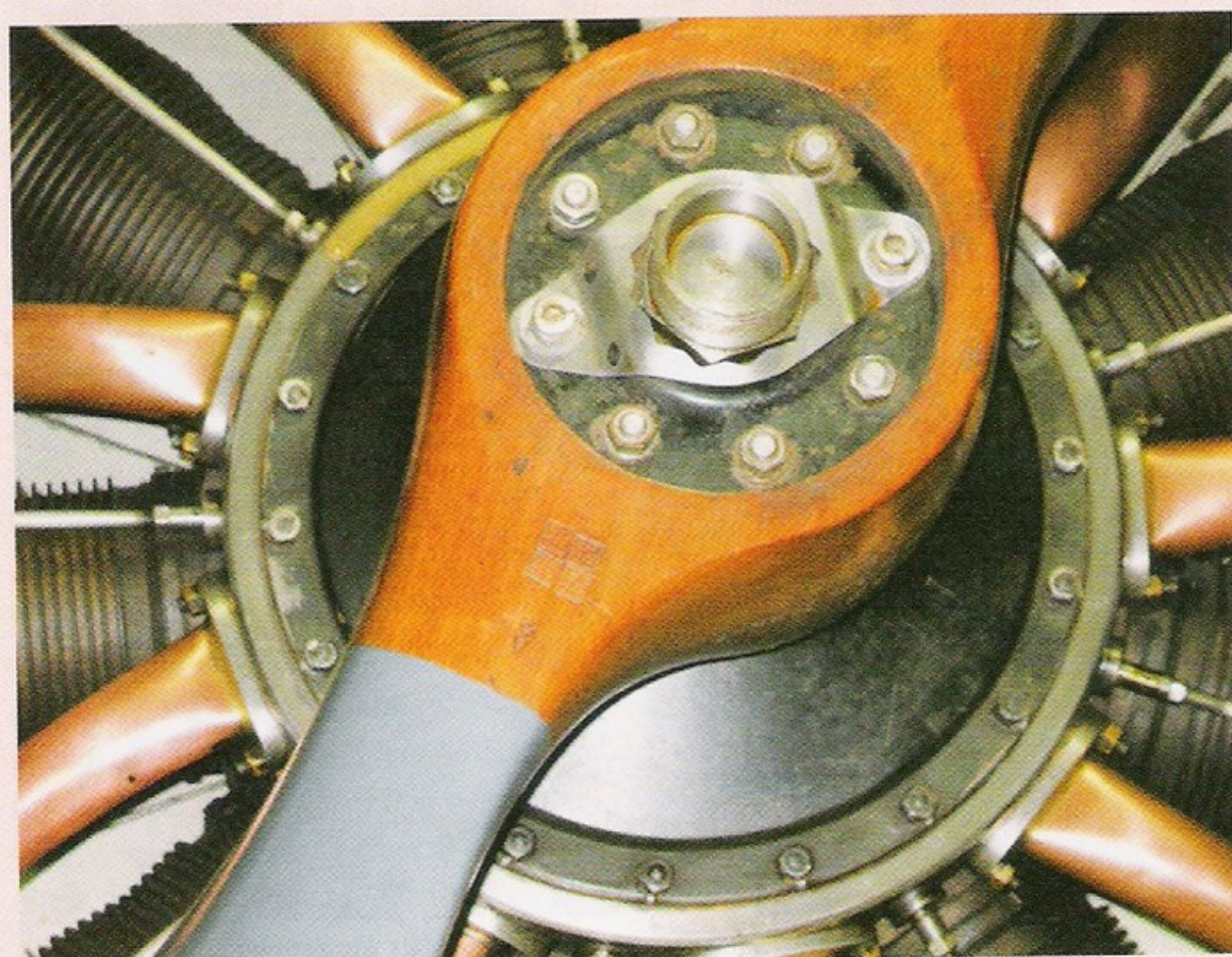
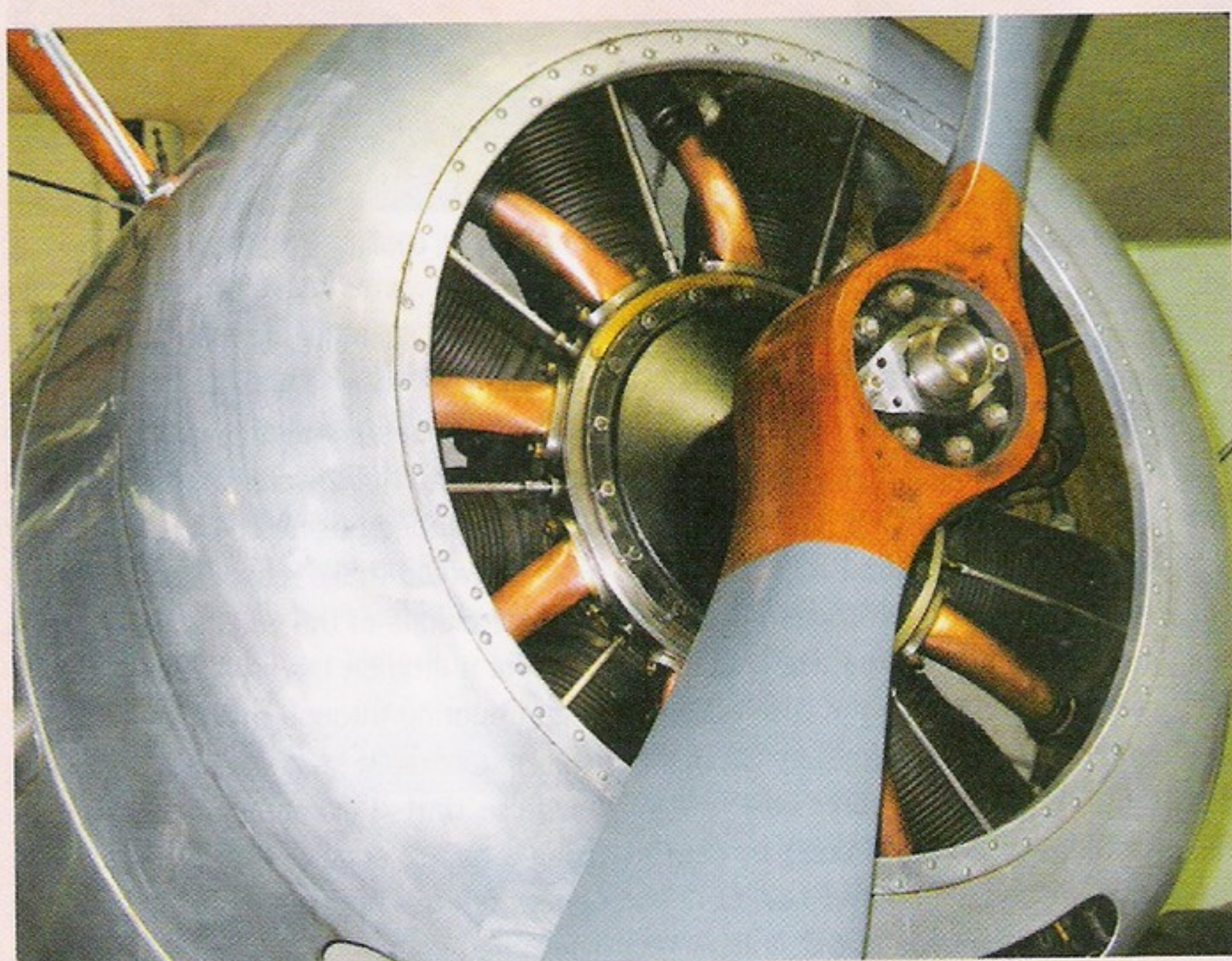
Some detail views of the RAF Museum's example

Photos by Dave Hooper

According to the RAF Museum's database 'Sopwith Pup N5182 was built by Sopwith Aviation Co at Kingston-upon-Thames, but delivered from Brooklands. One of a batch of 20 aircraft ordered under contractors number C.P.119901/16, serials N5180

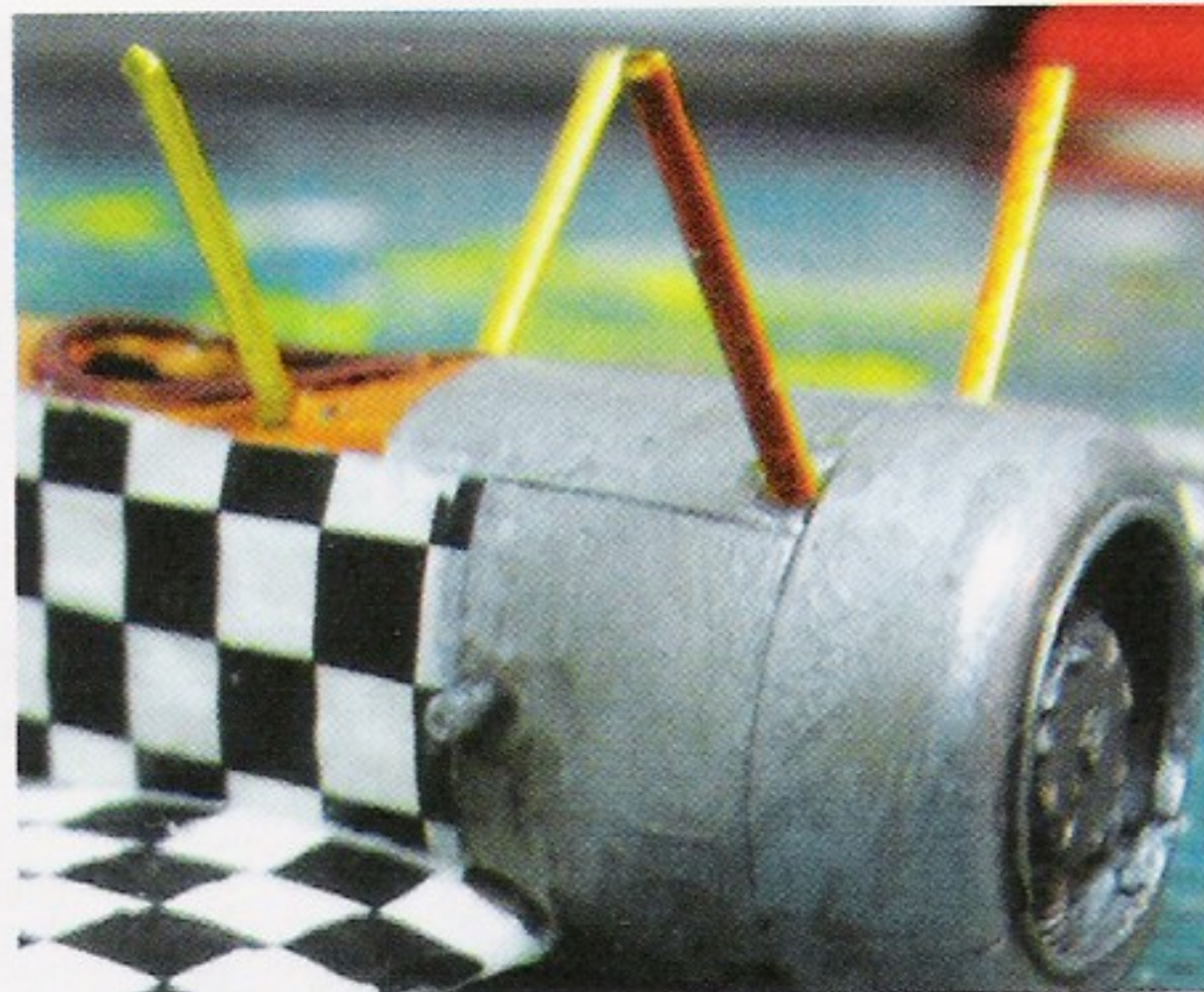
to N5199, with 80 HP Le Rhone rotary engine. One of a total of 64 Pups built in 1916.'

The aircraft was delivered in September 1916 and entered service with C Sqn, No.1 Wing RNAS (which later became No.3 [Naval] Squadron RNAS) at Dunkirk.

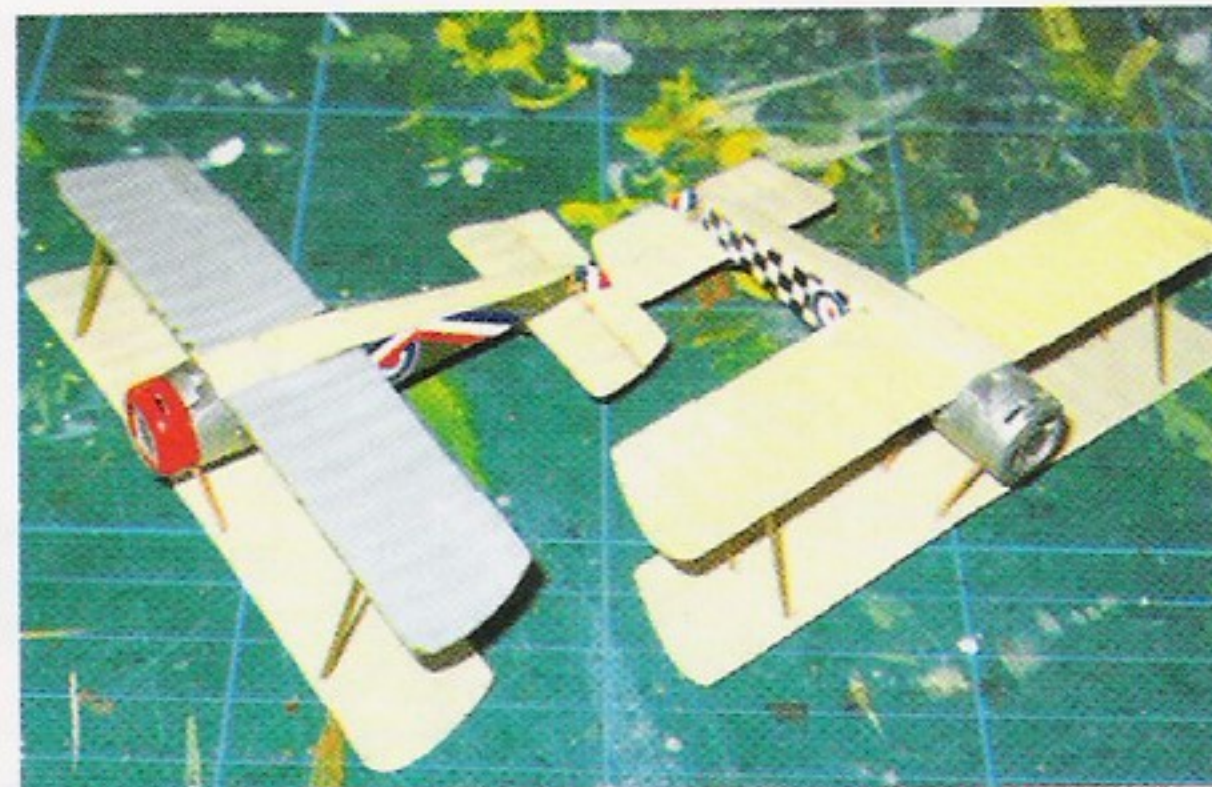




The completed checkerboard fuselage and lower wing



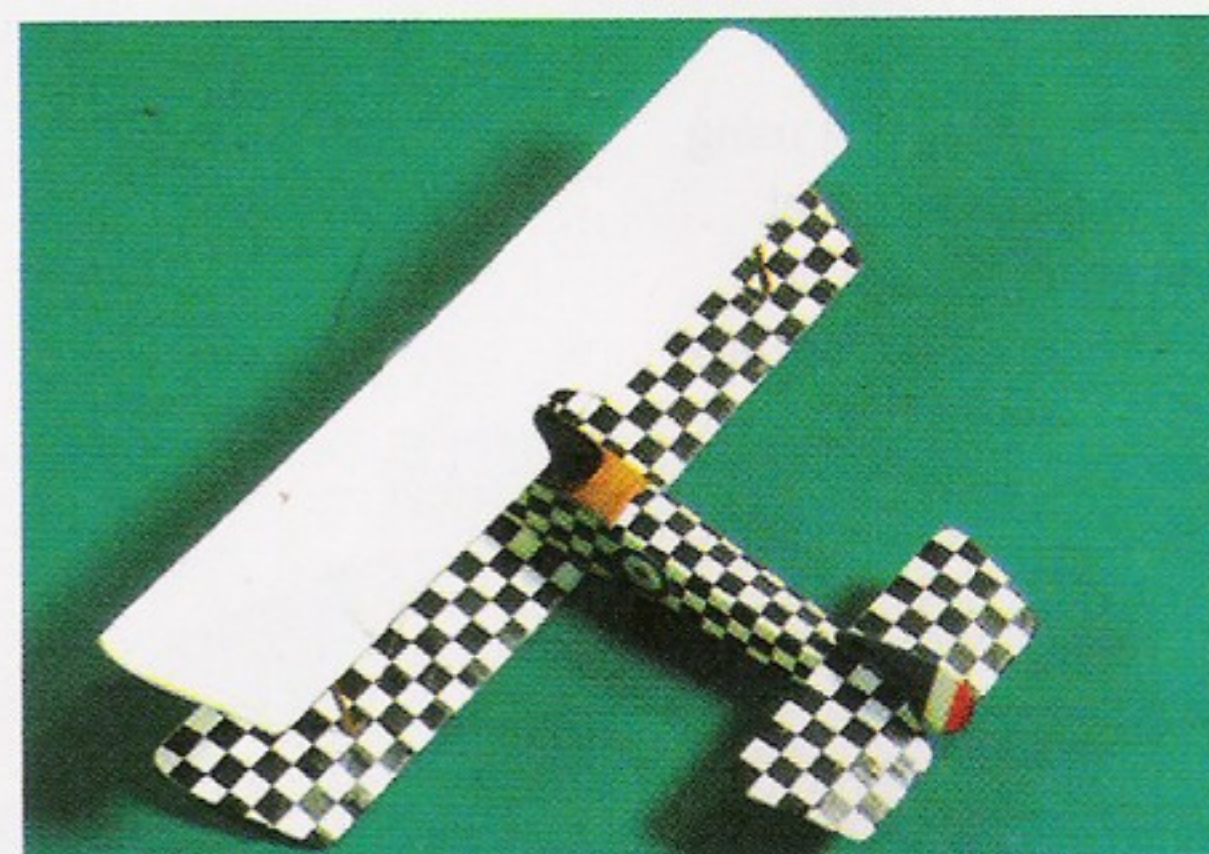
Cabane struts made from brass strutz are added



The upper wings and interplane struts are fitted



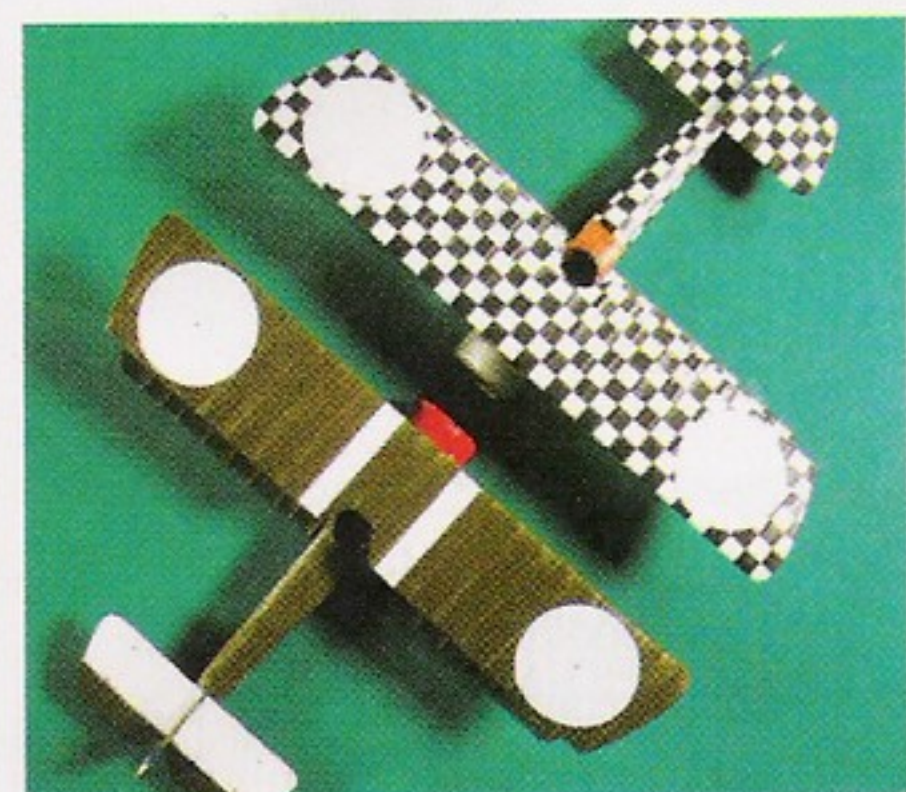
Rigging is dry fitted using masking tape before committing to glue



The upper wing of B7575 is painted white ready for decalling



The upper wings painted and decalced



Disks of white decal paper are cut out to fit under the translucent Blue Rider decals

Plasticard disc with rivet detail pressed outwards on top. The engine was painted and glued into position and the two-part cowling cleaned up and fitted.

Painting and Decalling

Now I could begin the painting and decalling process. C272 was relatively easy as all it required was a few coats of homemade PC10. The cowling could either be black or red (In black and white Orthochromatic photographic of the time red always looks black). In keeping with the colourful appearance of the aircraft I

felt red to be the more likely option. The metal forward fuselage area was painted silver, washed using a Citadel black wash and dry brushed with silver.

I painted B7575 white all over in readiness for the checkerboard decals. The cowling and forward fuselage were painted silver in the same manner as C272, while the wood upper decking was built up using various browns and beiges.

The decals turned out to be more problematic than I expected. The first thing I noticed was that they were exceptionally translucent to the point where most of the C272 decals were



The undercarriage is fitted in to position



unusable in their original state as all the white areas looked pale green on top of the PC10. I got around this problem by replacing the roundels and adding a strip of white decal paper on top of the red, white and blue fuselage stripes. The second issue with the decals was one of conformity. No matter what softening solutions I threw at them I struggled to get them to conform to the shape of the model. The third and final problem I had

was adhesion, which was very poor, especially when it came to applying the checkerboard wing decals. I got round this problem by painting a layer of PVA glue on to the surface of the wing prior to decal application.

On the plus side the checkerboard decals fitted extremely well but once applied I had the same issue with translucency for the roundels as on the C272 decals. This time I placed a disk of white decal paper under the roundels to block out the black and white squares that were showing through.

As these are both trainer Pups no guns need to be fitted, however I did add a windscreen to each model. Before adding this it is worth checking any photographic references you have as it appears that a variety of different shaped windscreens were used on Pups.

The Upper Wing

The upper wing has slotted recesses to fit the struts in. This is a great system for beginners but it does make cleaning up of the underside of the top wing extremely difficult once the part has





used them straight from the box. I did create replacement axles from pieces of strut from my spares box as the original was too large. Tail skids, which I had originally cut from the fuselages, were replaced with parts made from square profiled plastic rod. The wheels were slightly modified by cutting down the axle tips, while spare photo-etch propeller bosses were fitted to the centre of each prop. Finally pitot tubes were made from fuse wire and masking tape.

Conclusion

Despite being over thirty years old the Airfix Pup is still a very serviceable kit,

been fitted. I therefore decided to fill in the slots, drill new holes and fit replacement brass Strutz.

At this point all my rigging location points on the wings and fuselage were drilled out. With regards to fitting the top wing I followed my usual system of fitting the cabane struts first, aligning and gluing the top wing to these. Once completely dry, interplane struts were sized and slotted into position between the two wings. I then commence rigging, which isn't too demanding on the Pup, and for this I use smoke coloured invisible thread, which I find ideal for use on 1/72 or 1/48 scale models. Each length of thread was fitted through the pre-drilled location holes, pulled tight and glued.

I tend to dry fit the rigging first using masking tape just to make sure that everything is correctly positioned and nothing has been missed. Once the glue has completely dried, excess thread is cut away and the outsides of each wing (lower and upper) were cleaned up.

The remaining decal roundels were added. Control horns made from flattened plastic rod were added to the Ailerons, elevator and rudder before adding all the control wires, which is perhaps my least favourite job.

The Undercarriage and Final Details

With regards to shape and size the kit undercarriage struts aren't too bad. I did flatten them slightly but other than this I



the biggest drawback being the heavy flying surfaces. I have to admit to being slightly disappointed with the Blue Rider decals concerning their use and functionality, especially when they were slightly more expensive than the original kits, however they are not unusable. I'm not sure how easily available they are now, although at the time of writing they are still listed in the Hannants catalogue.

In its original form the Airfix kit is nice and simple to build and would therefore be an excellent inexpensive starting point for anyone wishing to cut their teeth on the WWI genre, and I can certainly remember building a few in my youth.



Badger Badger...

Trumpeter's latest big issue. The Tu-16K-26 'Badger G'

Coming hard on the heels of the sublime Raptor and impressive Blackjack, Trumpeter's Badger is an ideal subject for this scale. I have to confess to being a little confused about Badger nomenclature and I'm still not 100% convinced that the missile fit provided shouldn't also go with a 'Puff Ball' nose. I suspect that Trumpeter are also unsure, although possibly their model is based on a Chinese aircraft, and there are, for instance, questions about the size of wing fences on different variants. Nevertheless it is a very nice model.

Construction

Moulded in good light grey plastic you get some fifty-five parts plus a clear sprue in the customary stout box. The fuselage is broken down into three, nose including cockpit, centre section complete with the wings (which sets

the dihedral correctly), both split horizontally, and tail including empennage and gun turret, which is split vertically. This will certainly allow for different versions and is essentially a good idea, it requires precision fit however, and this is hard to achieve.

If, as suggested by the instructions, you make up the three sections and try to join them afterwards, you are in for some fun. The tail section includes the pen-nib fairings for the jet exhausts, which will not easily go into the corresponding cut-out in the centre section, and the fuselage cross-sections do not quite match. Eventually I made up the tail and fixed it to the top half of the mid-section. Once set the lower half completed the assembly although this still left a good deal of rubbing down where a step formed on the underside. You will also find that splitting the fuselage horizontally leaves a tricky seam to deal with where it dimples in forward of the intakes.

The cockpit section, complete with a

well detailed interior, ought to be an easier plug-in but here too care is needed with alignment. Nevertheless once it's all together the whole thing begins to look quite Badgerish. I incorporated some weight in the nose

section at this point, which later proved sadly inadequate and I had to stuff the nosewheel bay. Even this was borderline – you have been warned! Finally I installed and masked the transparencies.



TECHNICAL DATA

Tu-16K-26 Badger G

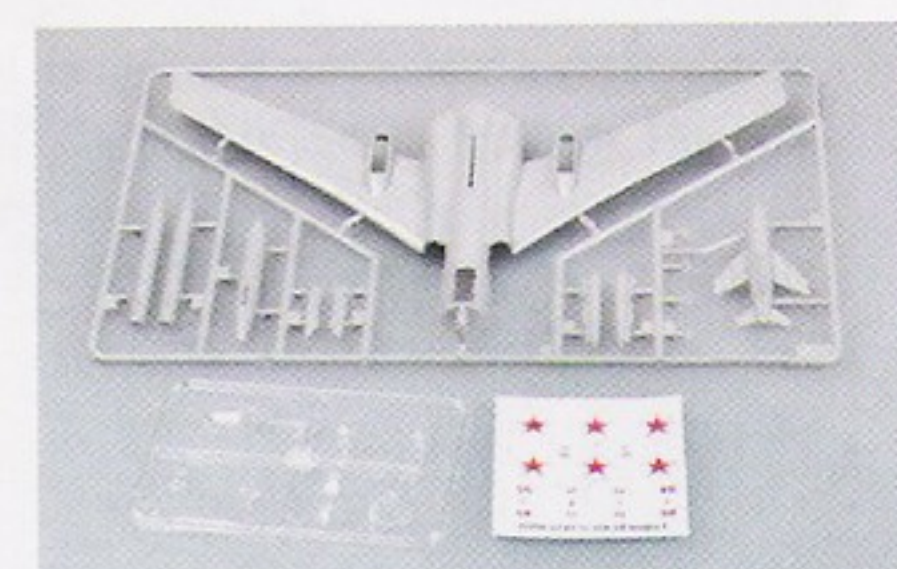
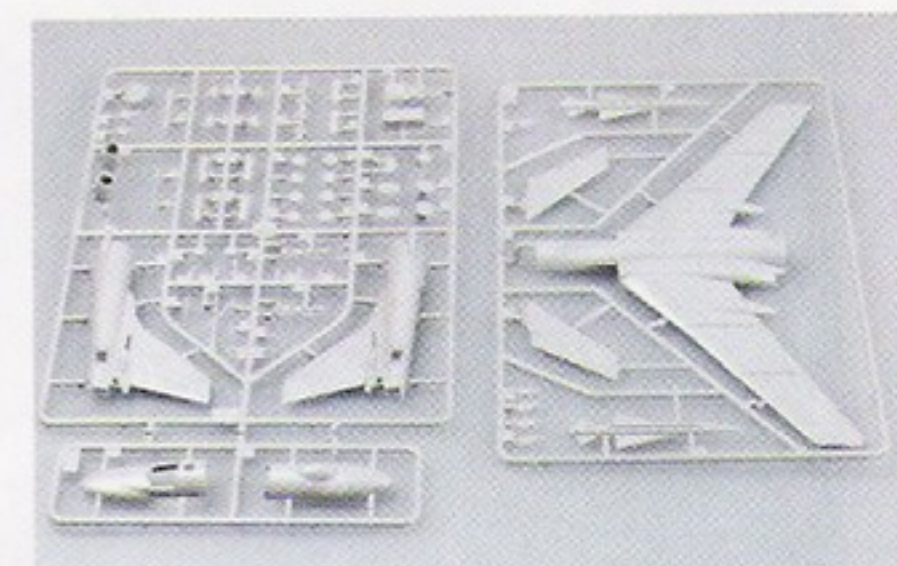
Scale: 1/144	Kit No: 03907
Price: £18.99	Decal Options:
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 80, Clear 8	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	



Badger C

Trumpeter's second edition of this kit, the Tu-16K-10 Badger C (#03908/£22.98), has just been released in the UK.

The Badger C was another Naval variant, and was usually armed with a single AS-2 Kipper/K-10S anti-ship missile. 216 were built between 1958 and 1963. It differed from other variants in having a radar fitted in the nose. A further development, the Tu-16K-10-26, carried a single K-10S and two KSR-2 or KSR-5 missiles (K-26 missile complex). Some were later converted into ELINT platforms.



Colour Options

To be fair it does all come together eventually and once rubbed-down and undercoated you can proceed quickly. Two schemes are offered, Chinese and Russian. The Chinese aircraft, 10897 in red or 3025 in outline, is overall silver whilst the Russian machine has a white underside and a light grey top. Only one subject, 1883704/Red 08, is provided but as this aircraft features a large alligator nose art the decision was easy.

Trumpeter offer a colour profile annotated with the colours to use but the artistic style is unhelpful, besides it being too small to be of clear use – the demarcation between white and grey for instance is very hard to discern, but I referred to as many pictures as possible and hopefully the line is correct.

Halfords grey primer was used as a base, and as with the Blackjack I was able to achieve some variation of tone in the white by using their Appliance White, dispensed and applied with an airbrush. This paint does not yellow with age and dries gloss and decal ready. Once this was dry it was relatively easy to mask and apply the topside grey, for which I used Xtracrylix colours, blended to a secret recipe for Russian Grey in 1/144.

The decals supplied are perfectly acceptable and go on well. Once dry they were sealed in with a coat of Klear (Future) and an oil wash was used to pick out the panel lines. This needs to be very subtle on the white underside in general, and only slightly darker on the topside grey.

Control surfaces and engine access panels were picked out with darker tones. Early jets were not exactly environmentally friendly and study of photos shows that engine access panels were quite prominent and oil-streaked. This was simulated with tiny spots of oil paint applied to the edge of a panel and streaked aft in the direction of the airflow. The high-tech

tool used for this was a bit of old T-shirt fabric, just dampened with thinner and stretched around a Mk 1(GP) finger. A final coat of matt varnish sealed everything in and the masks could come off.

Final assembly

The rest of the model was pretty much as supplied, except that I replaced all the gun barrels with steel tube and drilled the exhausts for the missiles. There are a number of small pitots and antennae to install which are a little thick for the scale – some etched brass would be good here. Armament comes in the form of two KSR 5 (AS6 Kingfish) and one AS2 Kipper which are quite nice models in their own right. Again colour references are a bit vague; my version is based on photos. I'm not altogether sure that the aircraft would have staggered off the ground with all three in place but for review purposes I've assumed a very short-range strike and they are all fitted. Having said this I believe that the AS2 was carried semi-recessed and only extended as shown prior to launch, in which case the kit depiction is wrong. The KSR5s incidentally, should have the lower

vertical fin folded to starboard when the aircraft is on the ground.

The undercarriage is sturdy and fits well with nice detail on the wheels. As supplied it looks perhaps a little stalky – especially with those missiles and a full fuel load on board.

Conclusion

This is really the ideal type of subject for this scale. The model is essentially sound and well moulded, albeit the engineering is overcomplicated by the modular design - it will however be worth it when other variants appear. If you want the definitive Badger you will have to do a bit more research on a number of details as noted above,

but to be fair there was a time when we would have been grateful if it was more or less the right shape in this scale, so don't be put off. This does however present an opportunity for the etched brass industry. A quite small fret with alternative wing fences, antennae and gear doors would be a godsend – any spare space could easily accommodate a ground dolly for that Kipper!

References

International Air Power Review Vol.9

In Action No 108

● SAMI



Lightning Factor



Revell's 1/72 F-22A Inside and Out

In 1981 the United States Air Force developed a requirement for a new air superiority fighter to replace the capability of the F-15 Eagle, primarily the F-15A, B, C and D variants. It was envisaged that this new aircraft would incorporate emerging technologies including advanced alloys and composite materials, up to the minute fly-by-wire flight control, higher power propulsion systems, and stealth technology. Two contractor teams, Lockheed/Boeing/General Dynamics and Northrop/McDonnell Douglas, were selected in October 1986 to undertake a 50-month demonstration/validation phase, culminating in the flight test of two prototypes, the YF-22 and the YF-23. On 23 April 1991 the USAF ended the design and test flight competition by announcing Lockheed's YF-22 as the winner. It was anticipated at the time that 650 aircraft would be ordered.

The first production F-22 was delivered to Nellis Air Force Base, Nevada, on 14 January 2003 and

'Dedicated Initial Operational Test and Evaluation' commenced on 27 October 2003. By 2004, 51 Raptors had been delivered.

In August 2007, the United States Air Force signed a \$5 billion, multi-year contract with Lockheed Martin that will extend production to 2011, and as of

2008, F-22 Raptors are being procured at the rate of 20 per year. In a ceremony on 29 August 2007, Lockheed Martin delivered its milestone 100th F-22 Raptor, AF Serial No. 05-4100.

Powered by two Pratt & Whitney F119-P-100 turbofans, each with 10,701kp of thrust, the F-22A can, in

contrast to the current generation of fighters, achieve a cruising speed in excess of Mach 1 without afterburners. The uncharacteristic weapons layout of the F-22A has three weapons bays: one at each side of, and one under the main fuselage in addition to the more common wing leading-edge extension housing for the 20mm cannon. The weapons bays can accommodate a mix of air-to-air missiles including AIM-9M/X and AIM-120 AMRAAMs, while the larger central weapons bay can carry GBU-23 bombs of the JDAM generation (Joint Direct Attack Munition). Most of the 183 Raptors so far delivered are in use with 1st Fighter Wing, Langley AFB, Virginia. The 90th Fighter Squadron in Elmendorf, Alaska and 43rd Fighter Squadron in Tyndall, AFB, Florida are also being equipped with the Raptor for pilot training.

What's in the box?

On opening the standard Revell end-opening box you are greeted with four



The almost implausible shape of the Raptor seen from ground level

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TECHNICAL DATA

Lockheed F-22 A Raptor

Scale: 1/72

Kit No: 04386

Price: £14.67

Panel Lines: Recessed

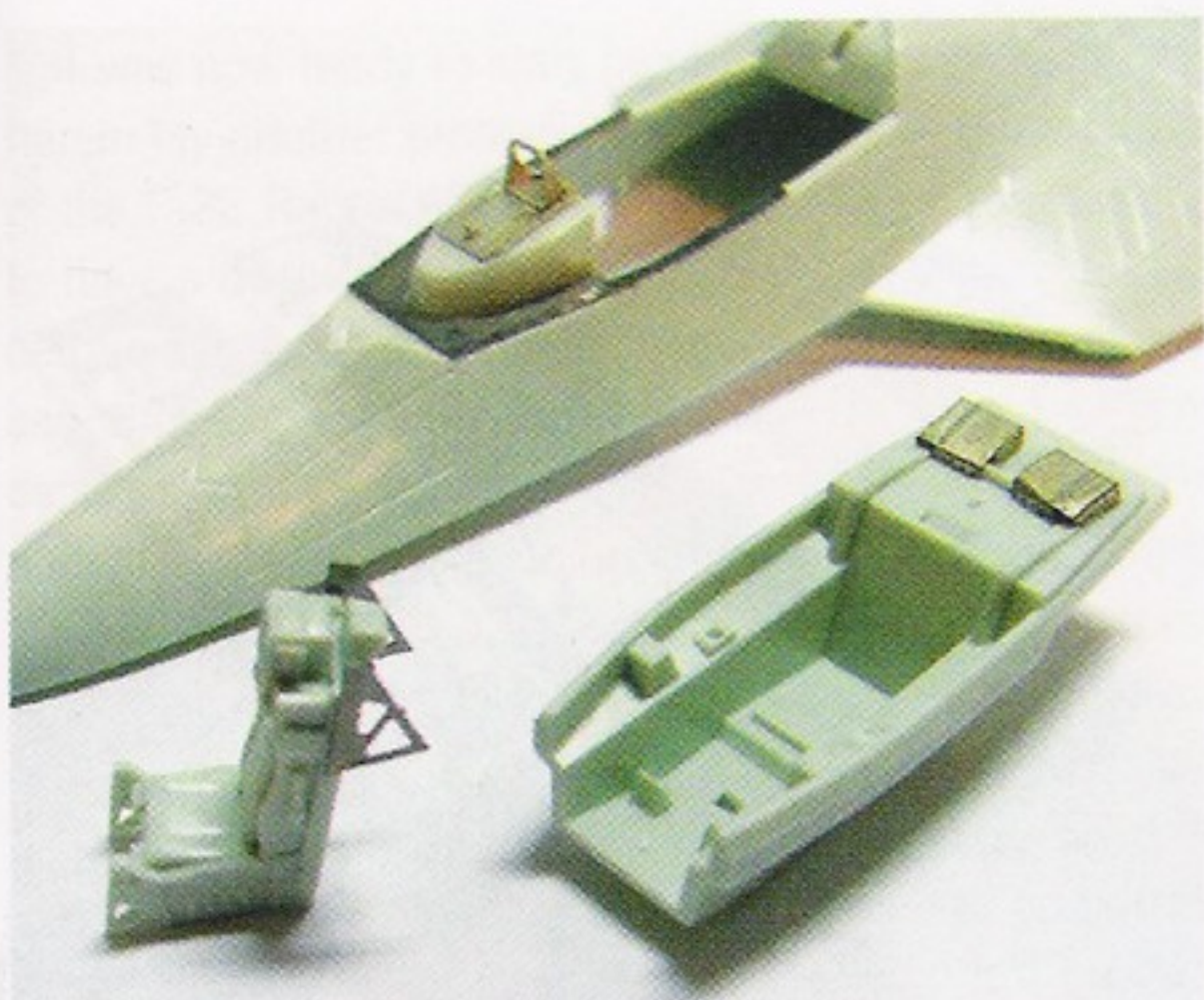
Status: New Tooling

Type: Injection Moulded Plastic

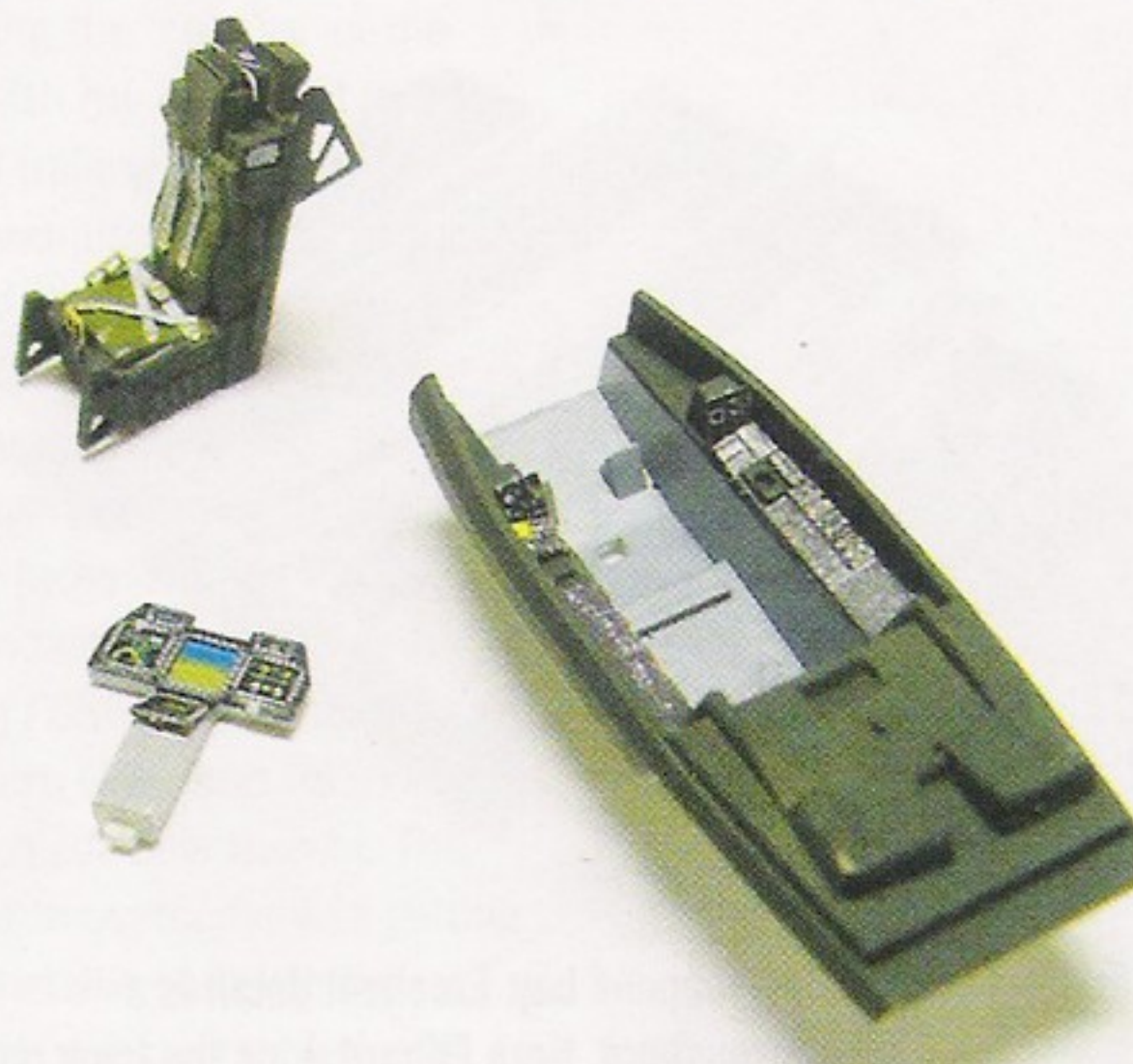
Manufacturer: Revell AG UK Importer: Revell UK

US Importer: Revell-Monogram





The cockpit unpainted. Some elements of the Eduard frets have been added, but the pre-painted parts are, of course, left off until later



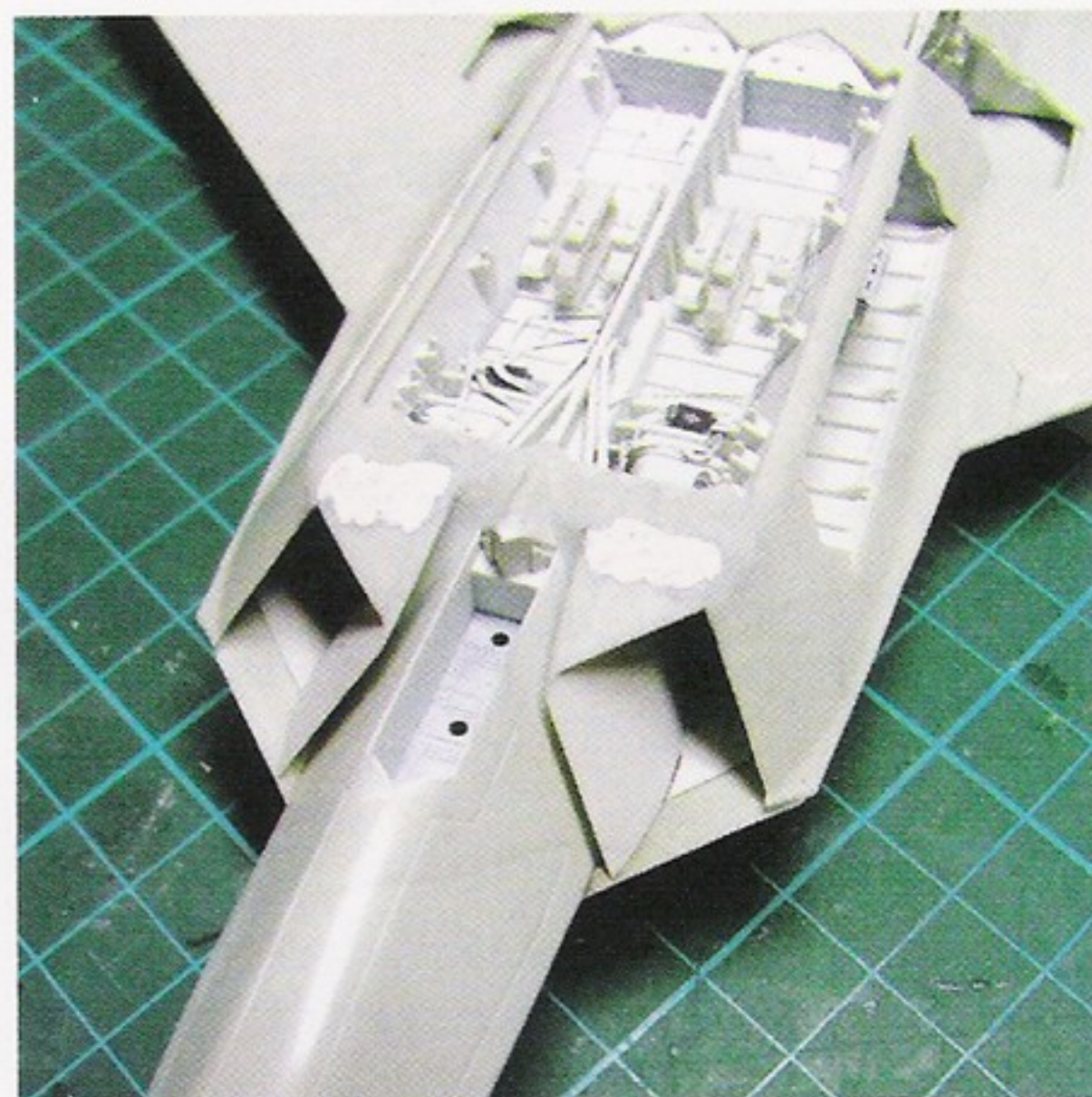
With the cockpit tub and seat painted, the colour etch can be added



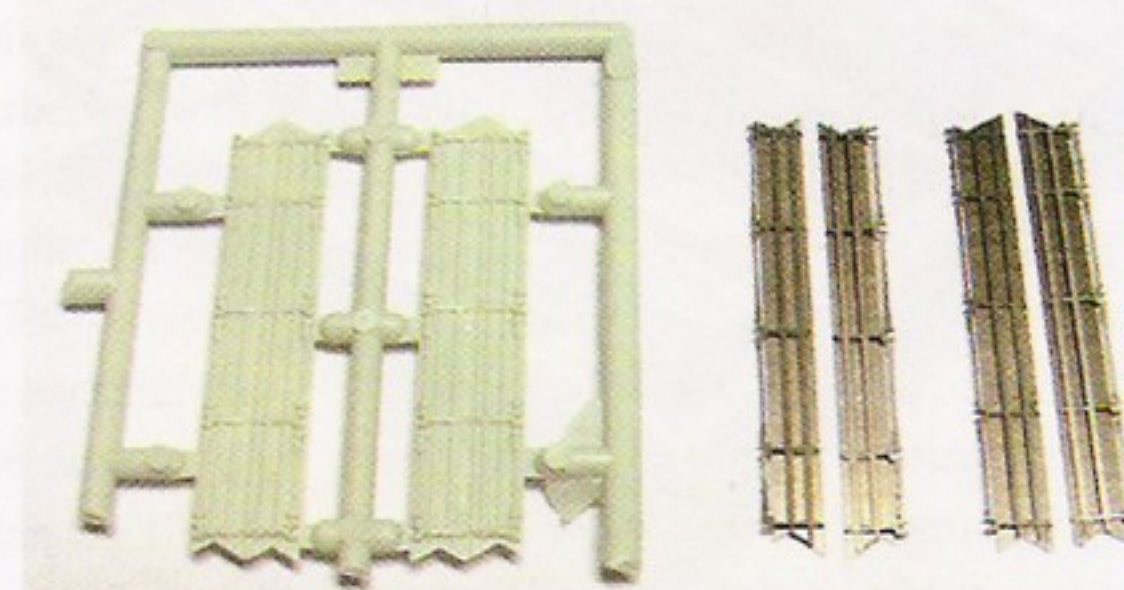
Adding Eduard's etched details to the weapons bay doors. This was a complicated procedure, and in the end a compromise was achieved



Revell's main undercarriage, still on the sprue, receiving etched brake and hydraulic lines from the Eduard exterior set



The only filler used on the build was to lose a slight step on the underside where the intakes join the fuselage. The overall fit is remarkable



Kit parts and etch. For those unhappy with multi-media Revell's weapons bay doors feature excellent detail straight from the box

sprues of the usual light grey plastic with surprisingly few parts. The main fuselage is split horizontally along natural joint lines to minimize seam clean-up. A full set of weapons is provided, including six AMRAAMs, two AIM-9M and two AIM-9X Sidewinders, in addition to two JDAM bombs. The transparent sprue is especially clear and of special note is the one-piece canopy that has no mould seam line – a common fault with modern fighter aircraft canopies in some recent kits. It really is very clear and an exceptional piece of moulding on Revell's part.

Construction

The Editor had passed on to me a plethora of etched parts from those folks at

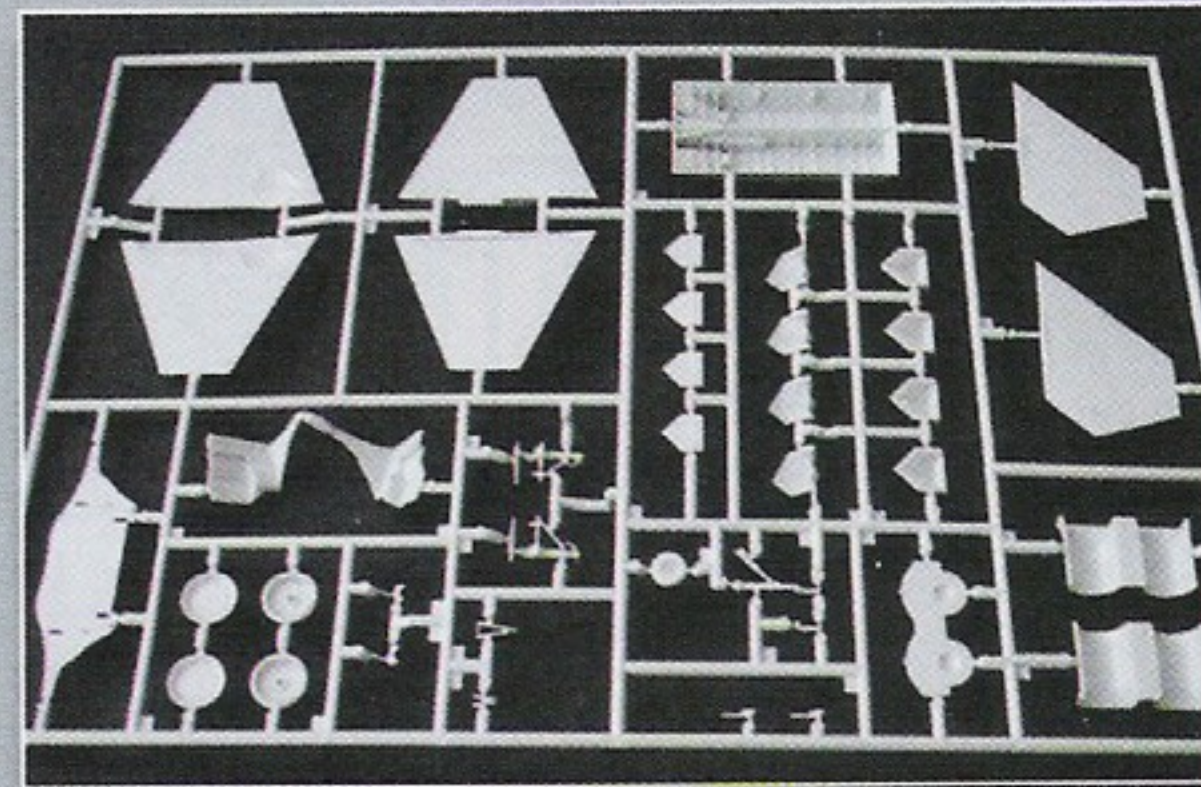
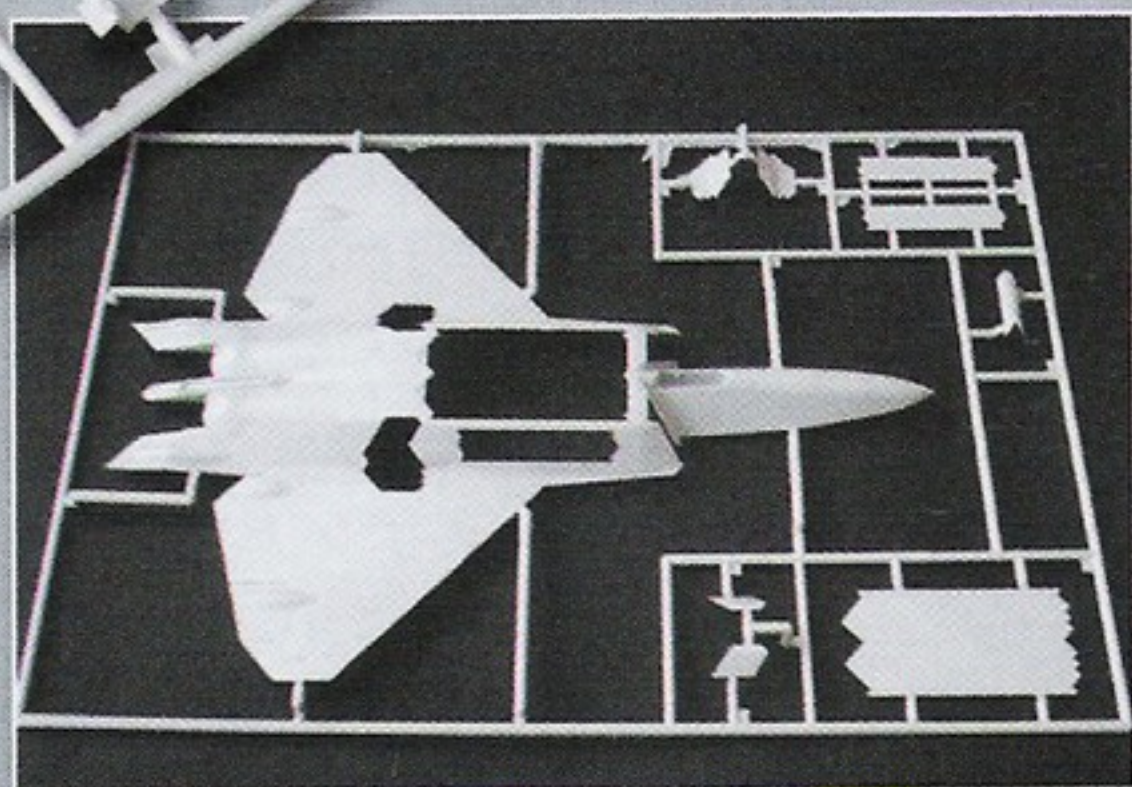
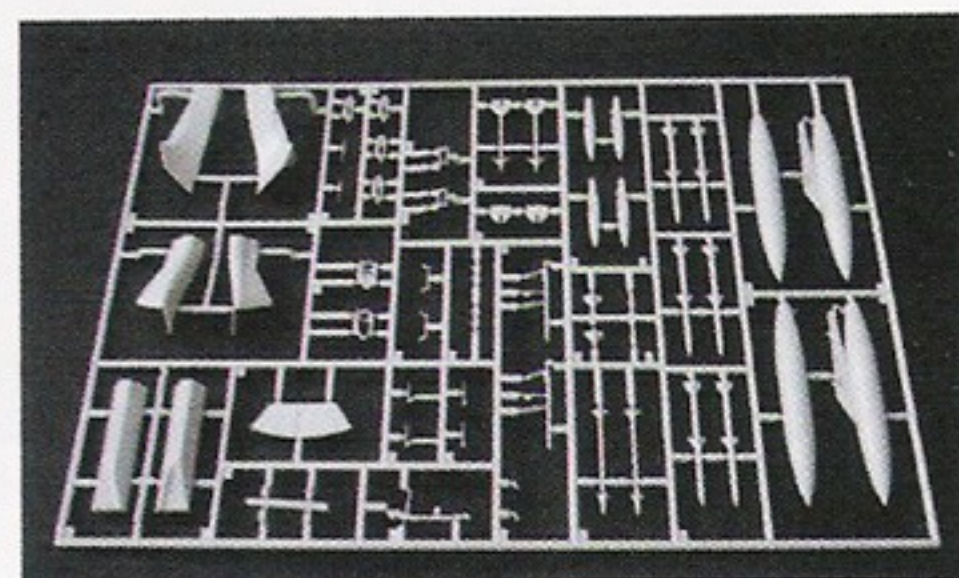
Eduard, who seem to be rather enamoured of this kit, producing no less than five sets to add extra detail. I had the Interior set, Exterior set, Bomb Bay, Crew Ladder and Die-Cut masking set, and while it looked a somewhat daunting task on first inspection of the myriad parts there is no denying that colour-etch can really add to a model.

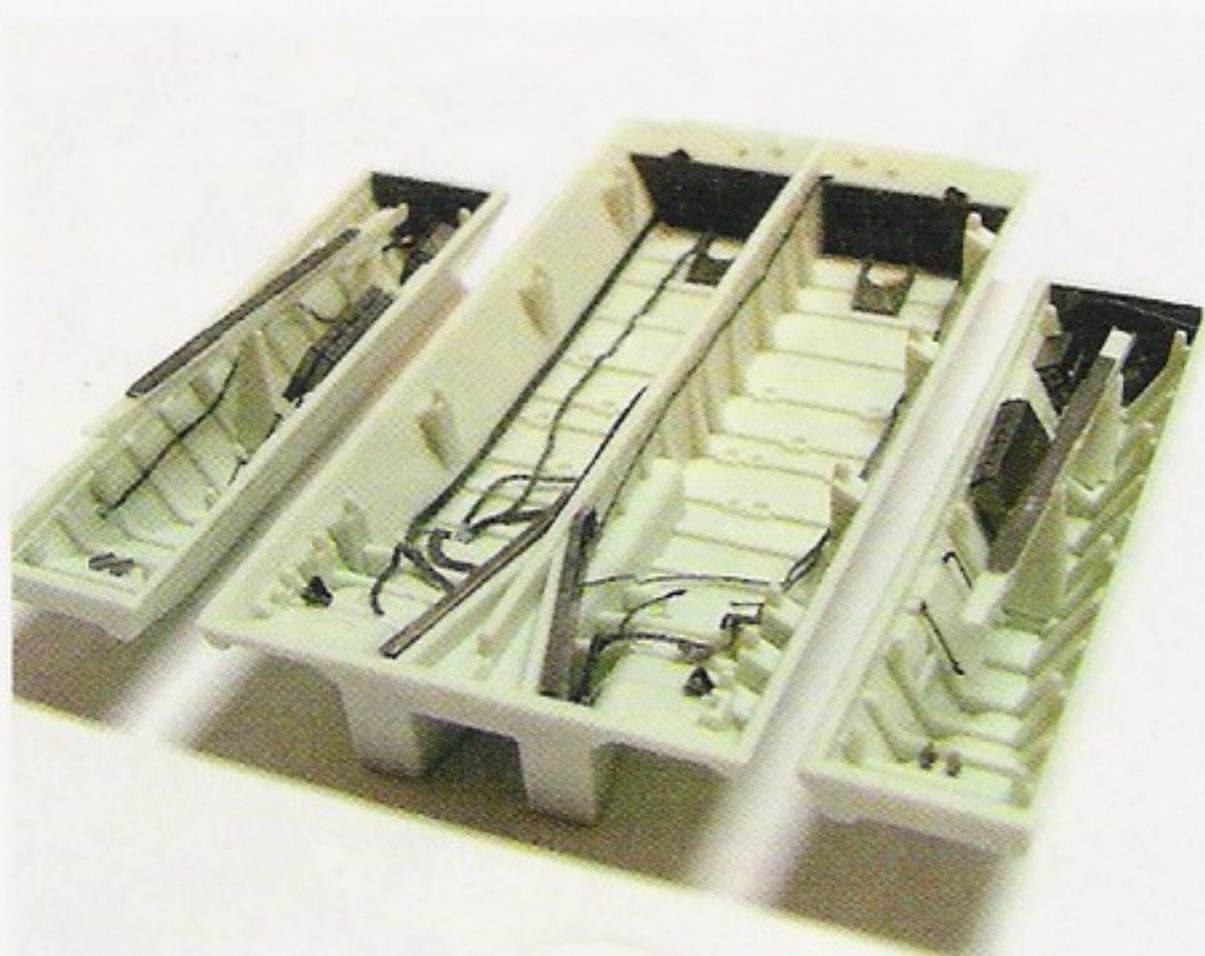
I started by having a really good study of the instructions for all the etched details and then tried to work out a

sequence of construction that would allow the most to be gleaned from the parts offered. The biggest headache I had was working out which pieces to attach before and after painting various sub-assemblies. For example, the Bomb Bay set includes lots of parts to detail the area but all are unpainted so therefore need attaching before the whole area is sprayed matt white. Then, within the interior detail set, are some pre-painted self-adhesive parts that also enhance the bomb bays but these would, of course, need adding after the unpainted parts and after the main painting has been done in the weapons bays. This same problem reared its head a few times as the detail sets overlapped into each other throughout the build, but the only other area to really need this careful planning was the cockpit, as it had unpainted interior detail parts but a superbly printed instrument panel and side console units from the pre-painted self-adhesive fret.

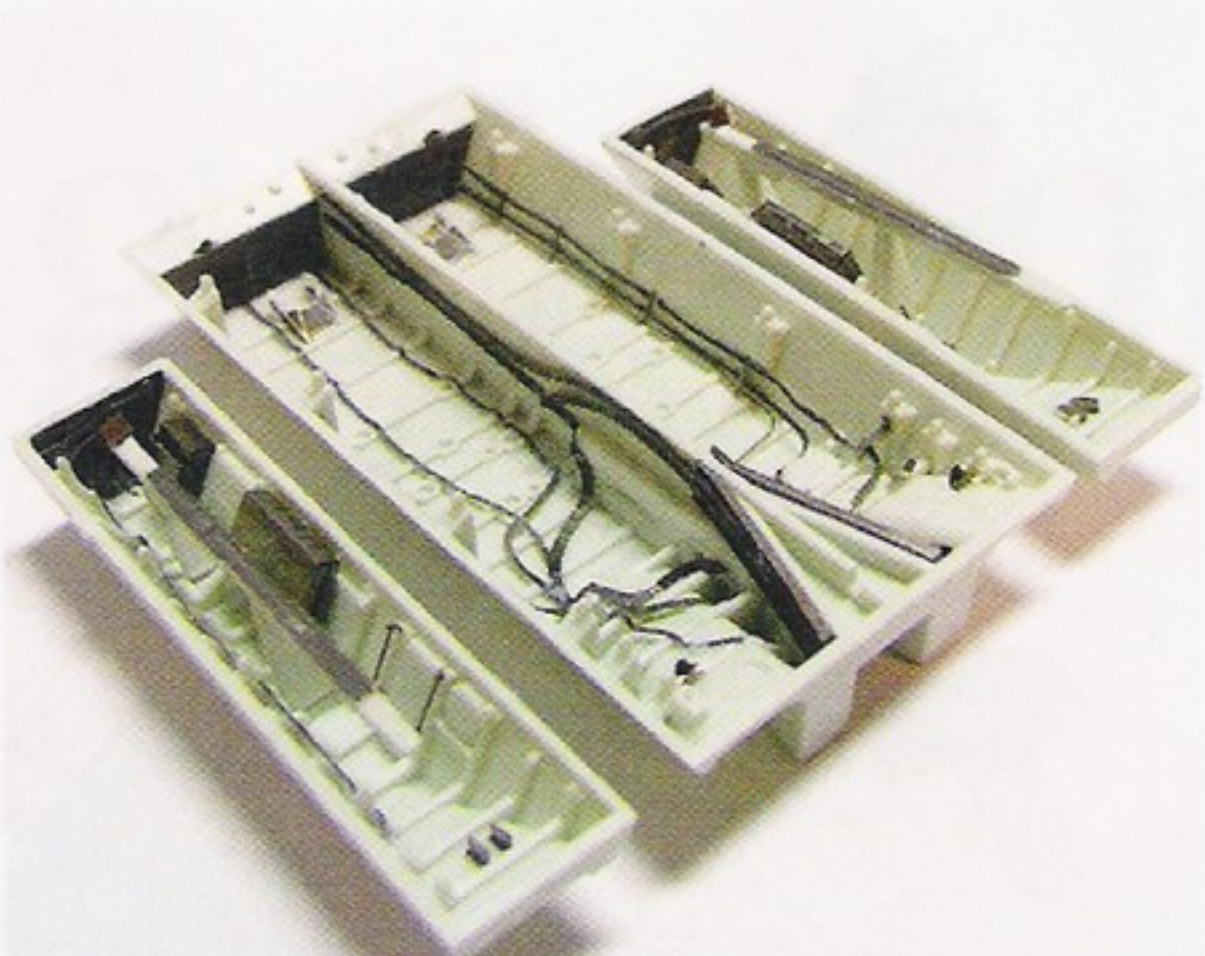
To attach the etched parts I used Gator Grip acrylic adhesive, which is a white glue but has a much stronger bond than ordinary PVA as long as it is applied to non load-bearing assemblies. This was tricky in places due to the nature of the bending needed in some of the etched parts, and their tendency to spring apart from the kit. If and when this happened I used good old CA for instant bonding, with accelerator if needed.

Onto the main construction, and this starts with the cockpit, which is very good as per the kit. The Eduard pre-painted panels really enhance it, though, and I defy anyone to be able to hand paint that level of detail in 1/72! The

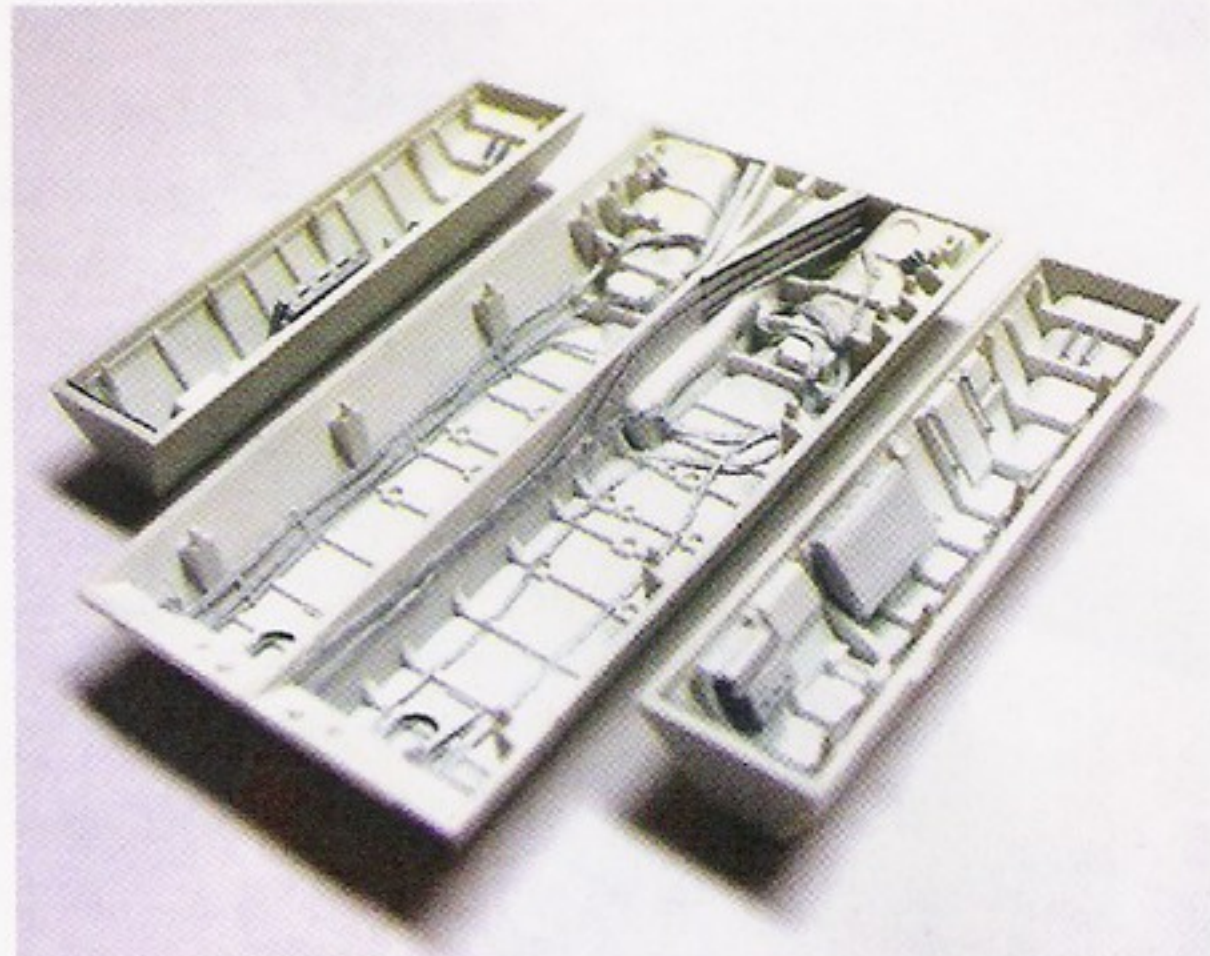




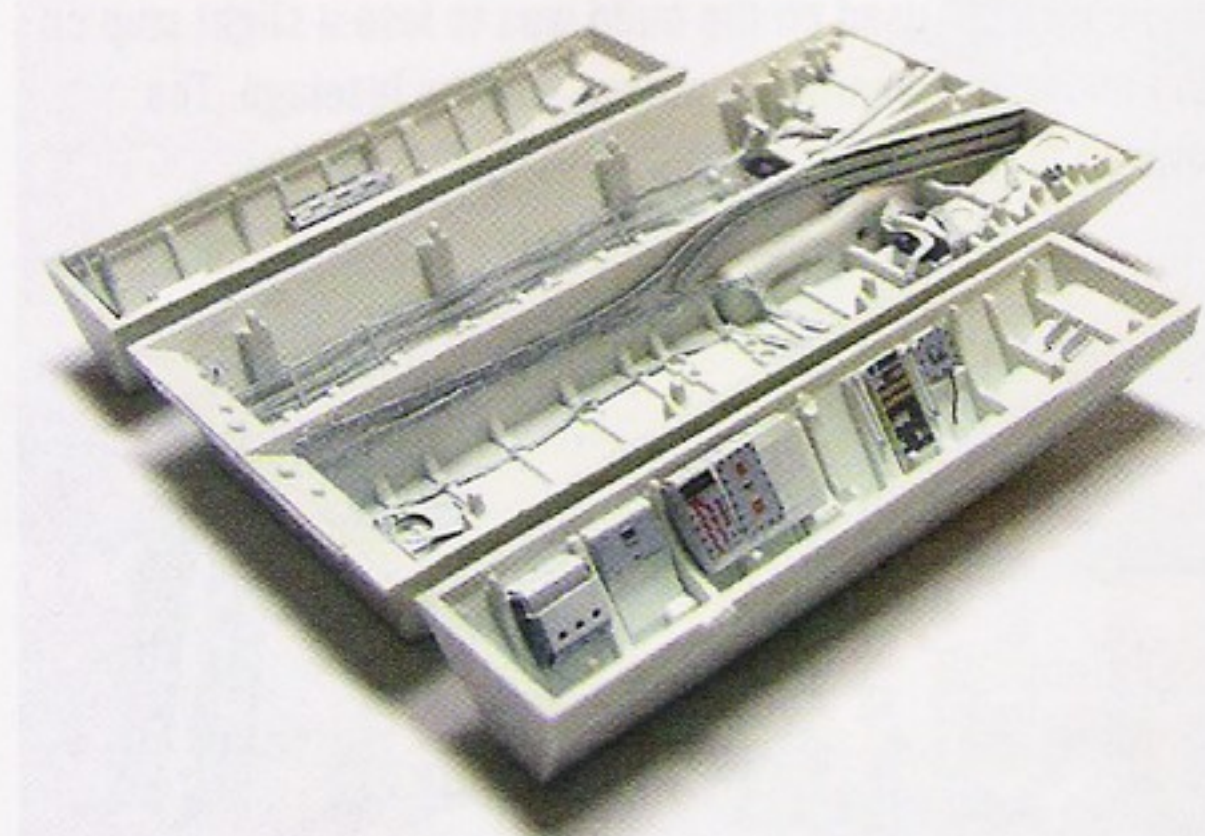
The weapons bays begin to fill up! Eduard's detail set for this area features a mix of pre-painted and regular parts



Another view of the weapons bay. Excellent detail is a feature of the kit throughout. Here Eduard adds the icing on the cake



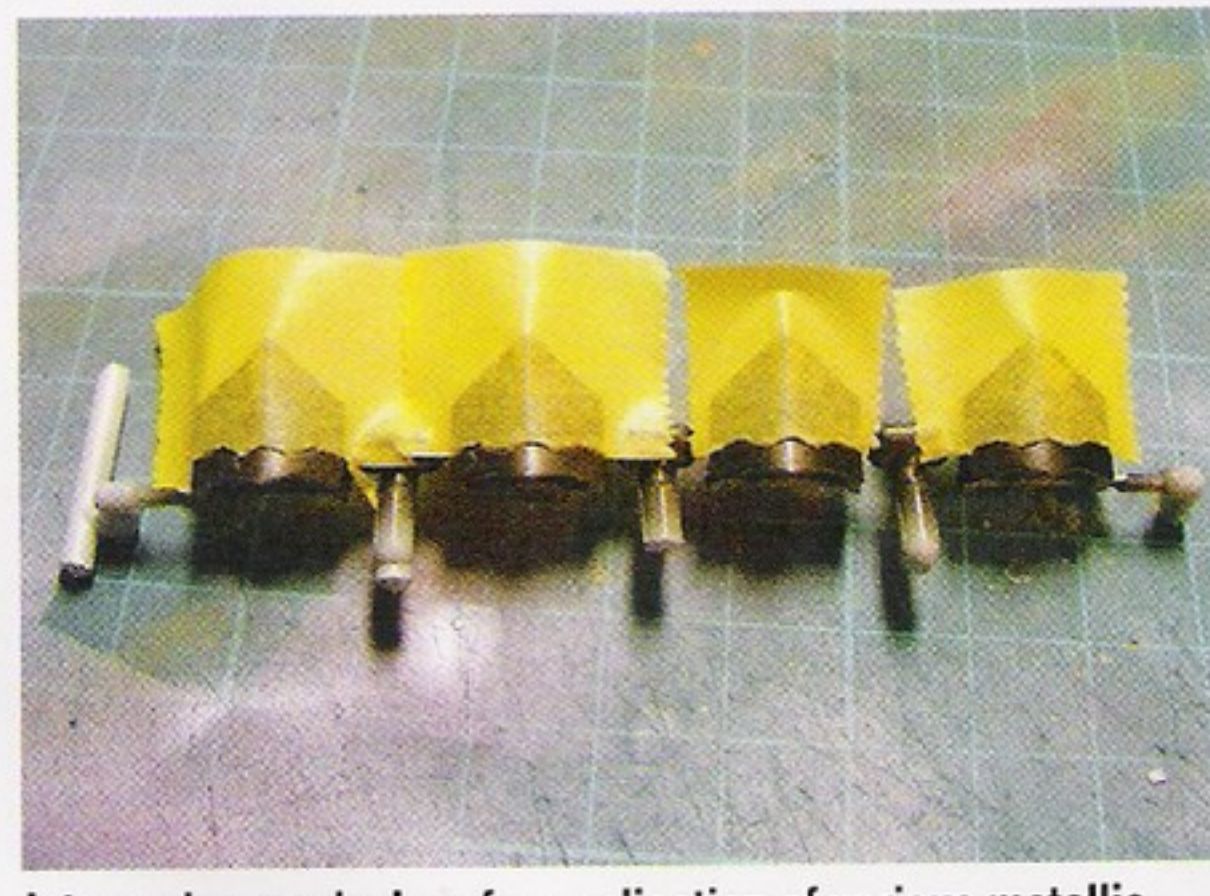
Kit parts and etch now painted and ready for the final touches



Here is where pre-painted etch comes into its own...



A combination of kit parts and etch were used for the main gear doors. Here the moulded detail is being removed



Jet nozzles masked up for application of various metallic shades



Straight up... pulling vapour

self-adhesive nature just eases the process too, far better than trying to apply small amounts of glue that tend to ooze out and ruin the carefully applied details. So, I sprayed the whole cockpit area NATO Black, then added the details, including the seat and pre-painted etched seatbelts, before setting these aside and concentrating on the weapons bays.

The cockpit, weapons bays, air intakes, jet pipe interiors and main undercarriage bays all need adding before the fuselage can be closed up, so these are all dealt with in the first thirteen construction sequences. The air intakes are particularly well moulded as they look quite complex on the real aircraft and the kit parts are made up from two parts each, which fit into an opening on the front of the model. The only area on the whole build where I needed to add any filler was a slight step that appeared on the lower outside joint under the fuselage. It is an area that was easy to get to and therefore easy to clean up. All other sub-assemblies were built, painted and fixed



The complex intake arrangement is apparent – Revell capture this particularly well

into place with no problems or real effort encountered. The rest of the fuselage seams only required a very quick skip over with a fine sanding stick to make good the joints.

I left off the vertical tailplanes until much later in the build to ease painting and decalling. Due to the angle at which they sit, airbrushing the soft-edge camouflage pattern on the downward-angled faces would be almost impossible

to achieve with the planes in situ.

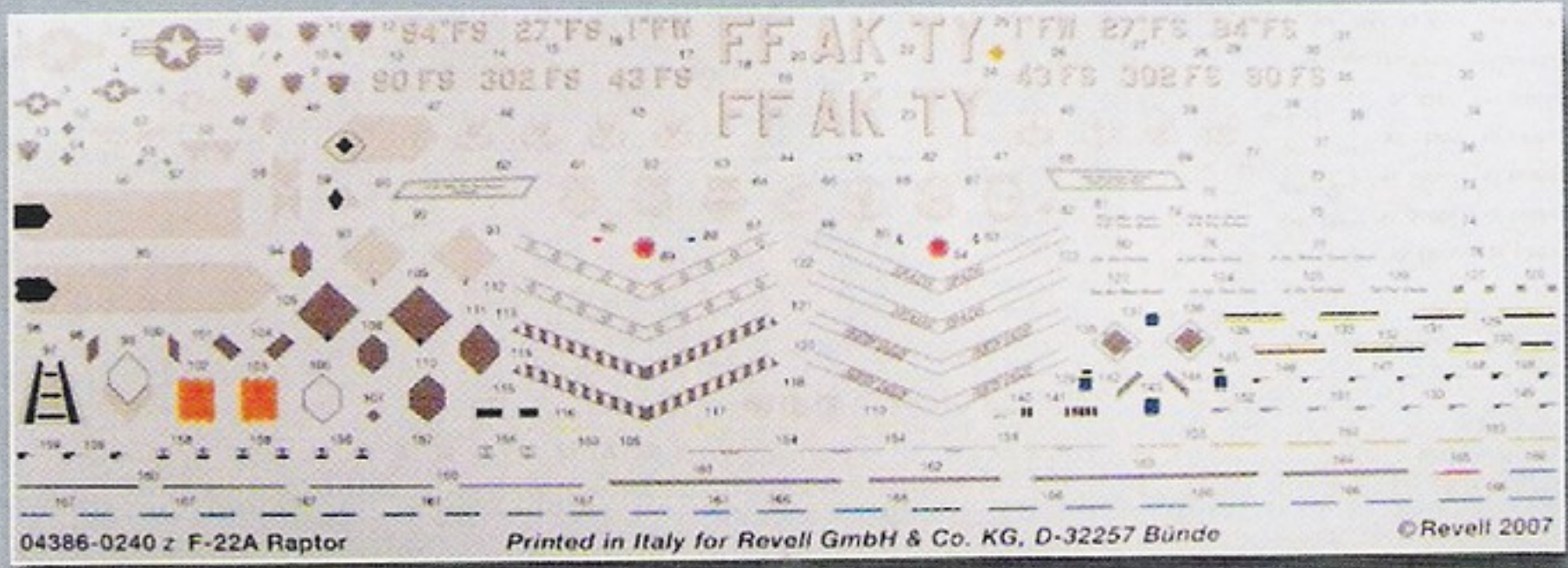
Attention now turned to the weapons bay doors, which are supplied as direct replacements on the Eduard etched sheets and look fantastic. These proved some of the less straightforward of the etched assemblies, and some trial and error ensued before I opted for a compromise involving the kit parts with the moulded detail removed, in conjunction with some parts of the etch.

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I was now ready to start painting and herein lay another problem. Photographs of the F-22 Raptor show the camouflage to have a distinct metallic sheen to it in certain lights, whilst at other angles it can appear to be three tones of air defence grey. After a trawl of the Internet and some postings on various modelling

websites regarding the 'colours' of the Raptor, I went with my own mixture. The leading and trailing edges of the flying surfaces and also the area of the nose and around the air intakes are all light grey, then there is a medium grey overall on the upper and lower fuselage with a camouflage pattern of dark grey on the upper surfaces. I opted for some more or less standard US shades as a basis, employing FS36375 Ghost Grey, FS36270, Medium Grey, and FS36118, or approximate equivalents thereof. The next hurdle I had to overcome was getting that distinctive metallic sheen to the finished paintwork. I experimented with various ideas until I came up with using a metallic Aluminium mixed with the base enamels and thinned with cellulose thinners, which sprayed effortlessly.

Quite a deal of masking was necessary when painting, although having the Eduard pre-cut masks helped a lot with the canopy and wheels. The canopy masks are just edges that you have to fill in with either masking tape or masking fluid. The wheel masks require the centres of the wheels to be painted first then the masks are added before painting the tyre areas. I masked

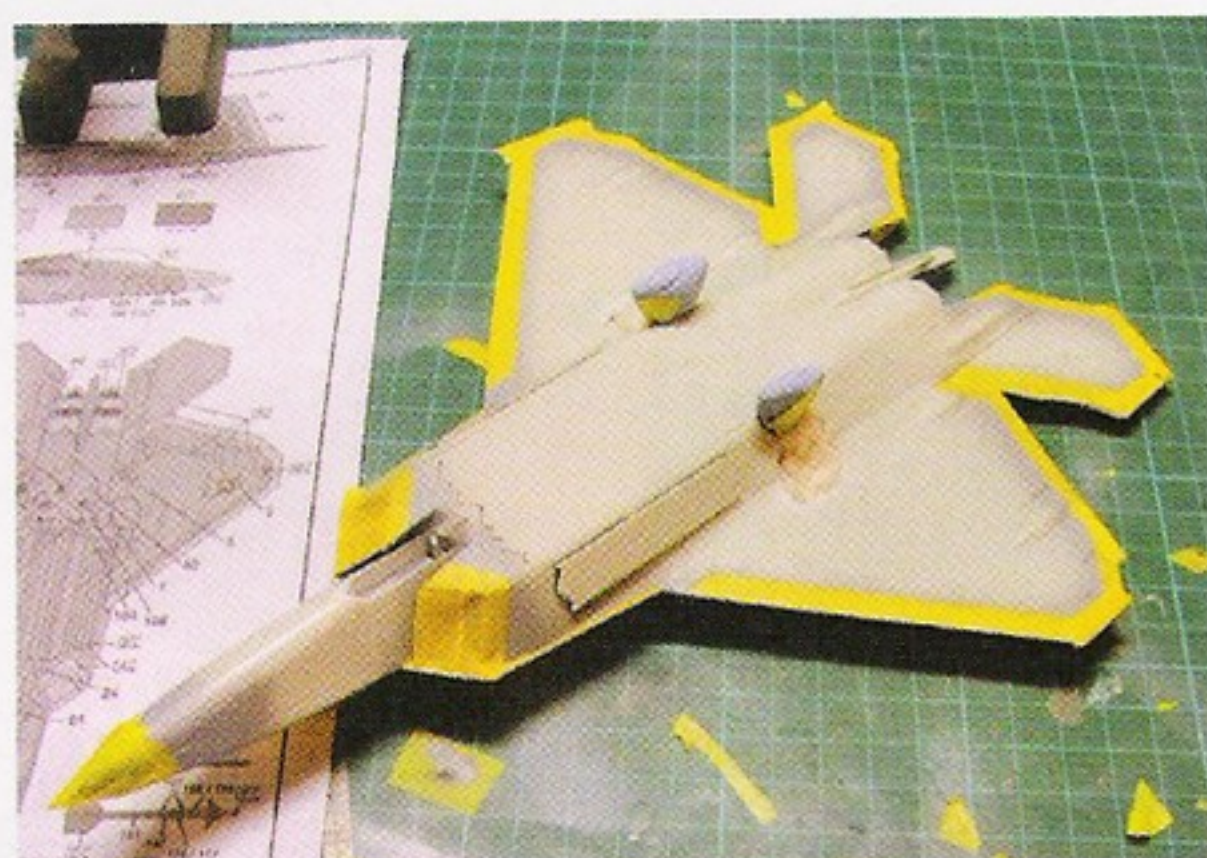


off the undercarriage legs before painting the main fuselage using Blu-Tack and masking tape, which although effective at doing the job of masking, managed to pull off the carefully applied photo-etched brake lines and hydraulics cables from the undercarriage legs. These were sadly beyond repair after this experience, so modellers take note and be sure to mask with a delicate hand over such items in future.

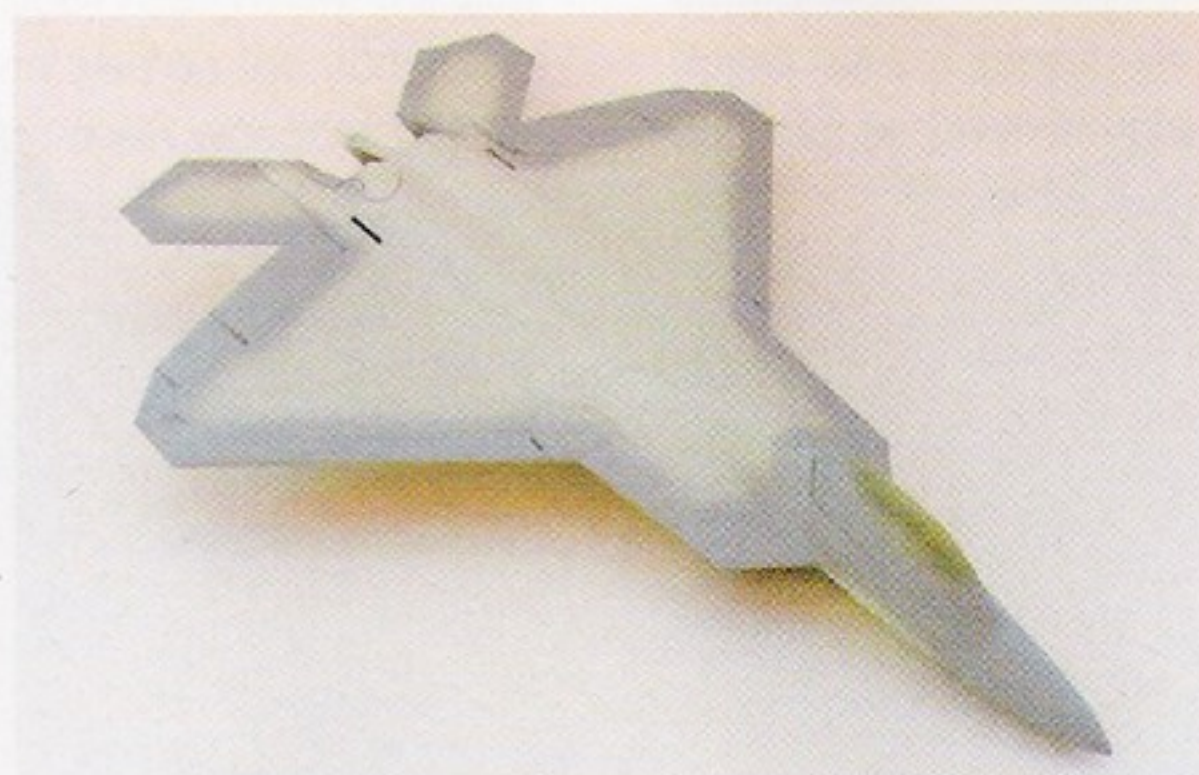
Once all the varying metallic greys had been applied I gave the whole airframe a polish with soft cotton sheet to blend the metallic sheen, and then sealed the whole thing with a generous coat of Klear to prepare for decalling. Revell give six decal options, all exactly the same camouflage patterns, with the only differences being the aircraft markings which are all essentially grey stencils with the unit numbers and base



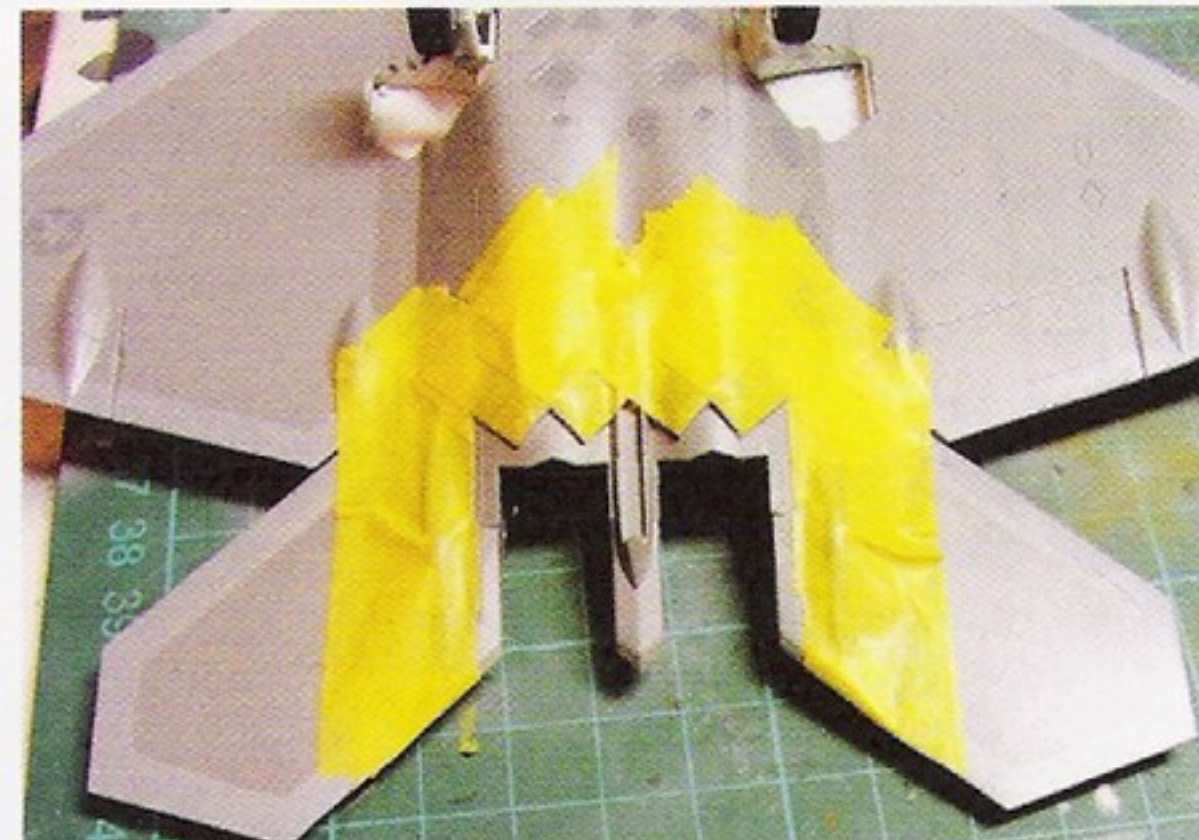
The complex angles of the air intakes can be seen in this angle. Note also the wear on the crew access ladder



Painting the underside. Quite a complex job of masking was necessary to achieve the desired pattern



Upper surfaces midway through painting. Note the fins have been left off due to the awkward angle at which they sit, and the difficulties this would cause with painting



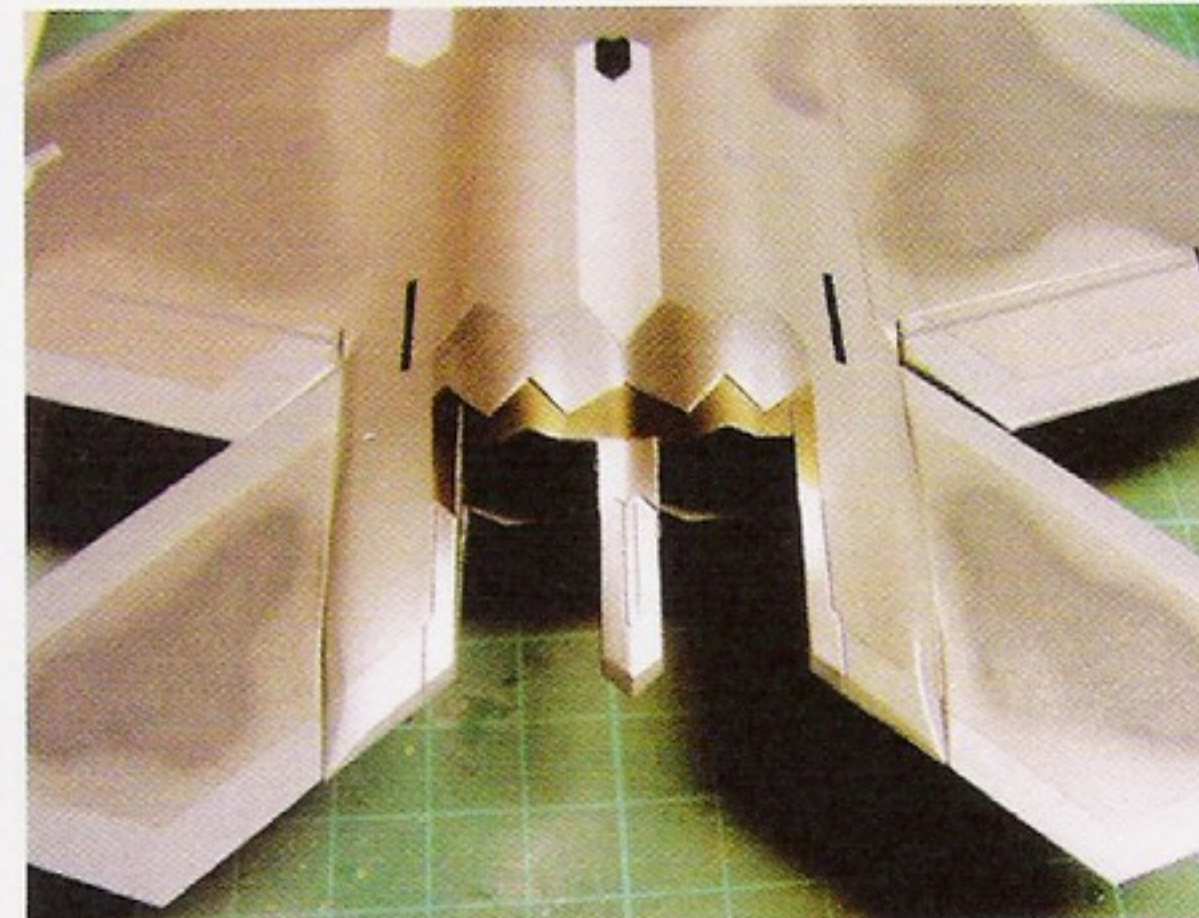
Masking around the underside of the tail, ready for the application of more bare metal shades



The rear upper fuselage also features some bare metal panels around the jet pipes and the base of the tailplanes



Here the dark grey patches on the upper surfaces have been sprayed freehand



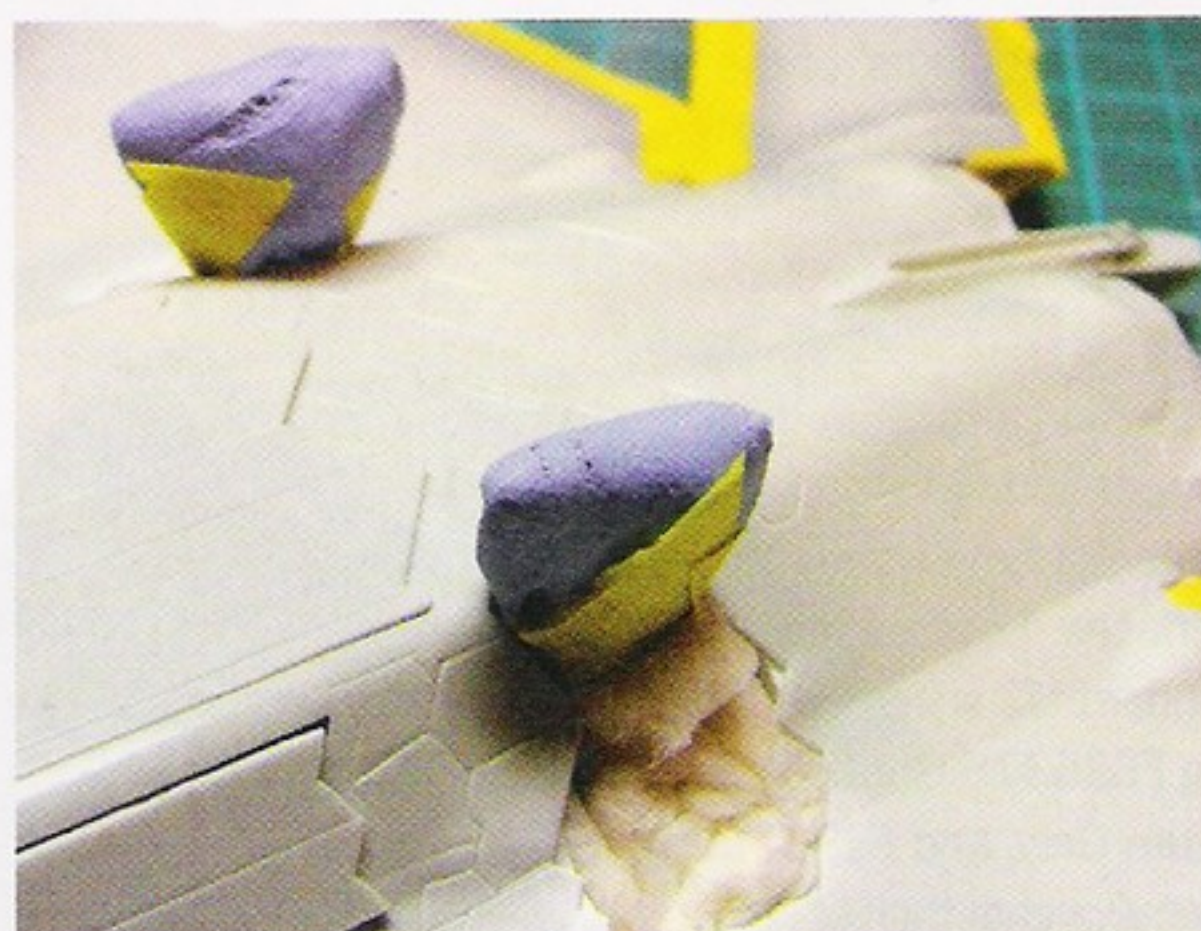
The tail area complete, as per Revell's painting instructions

Those curious changing shades of grey – bane of modellers in all scales!





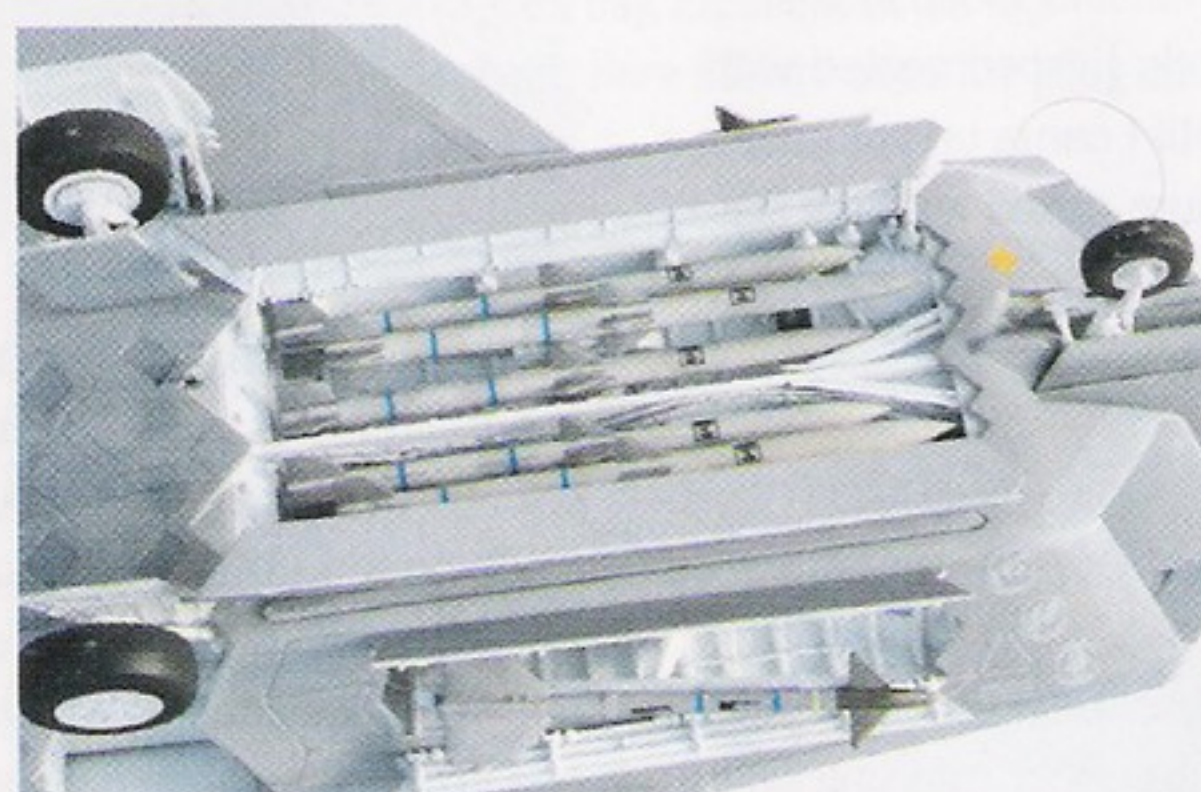
More time spent on masking can make for a better model in the long run. One often neglected area that can make or break a model



Memo to self. Blu-Tack and delicate etched parts do not mix well



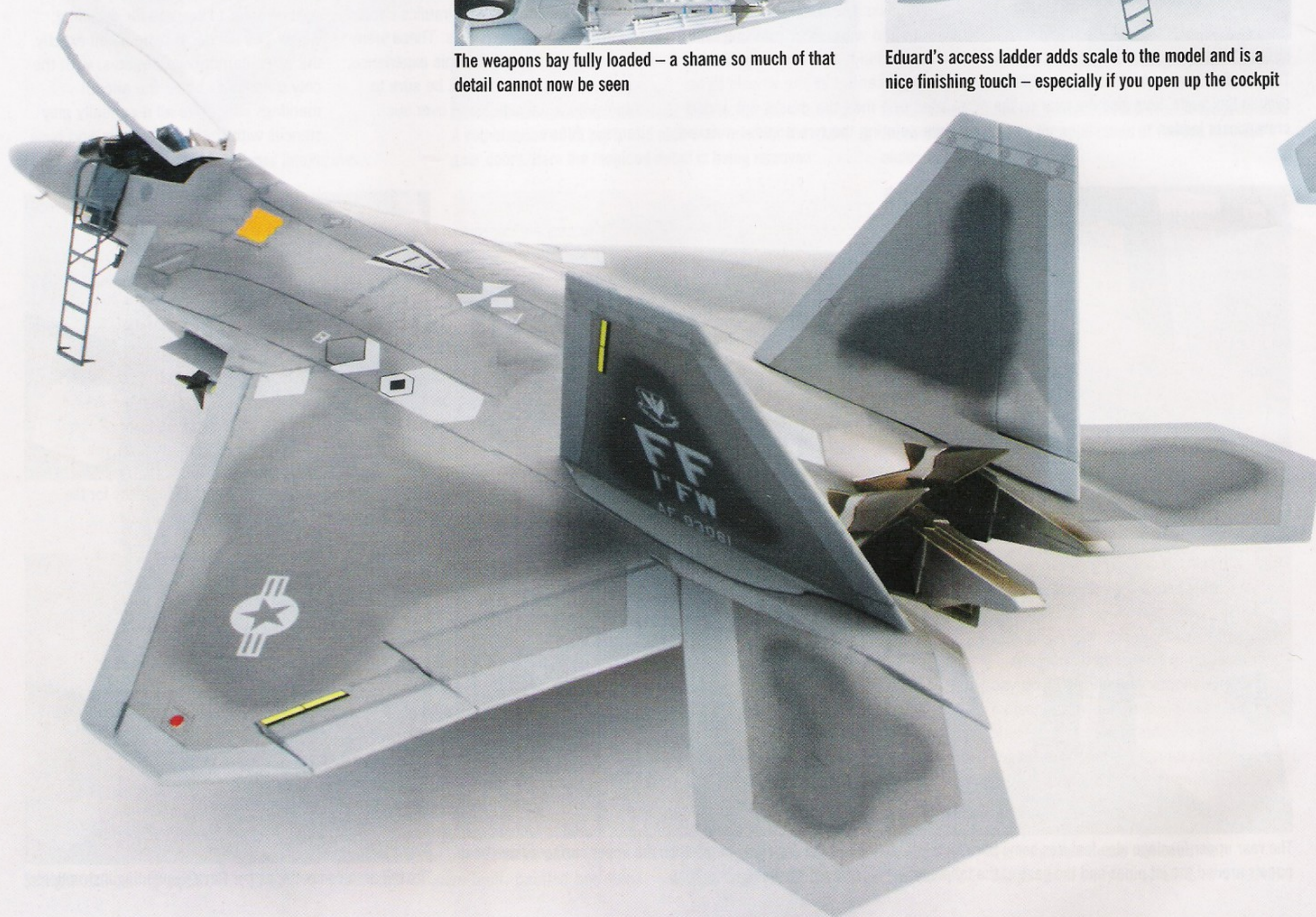
The fins, now painted and decalled, are in situ. Leaving them off made life easier in so many ways!



The weapons bay fully loaded – a shame so much of that detail cannot now be seen



Eduard's access ladder adds scale to the model and is a nice finishing touch – especially if you open up the cockpit



In association with

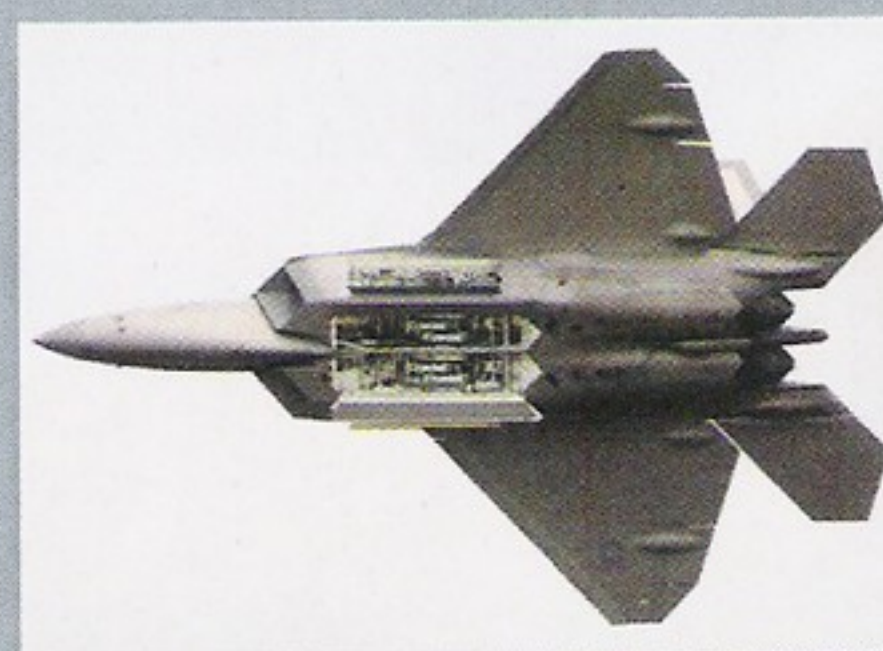


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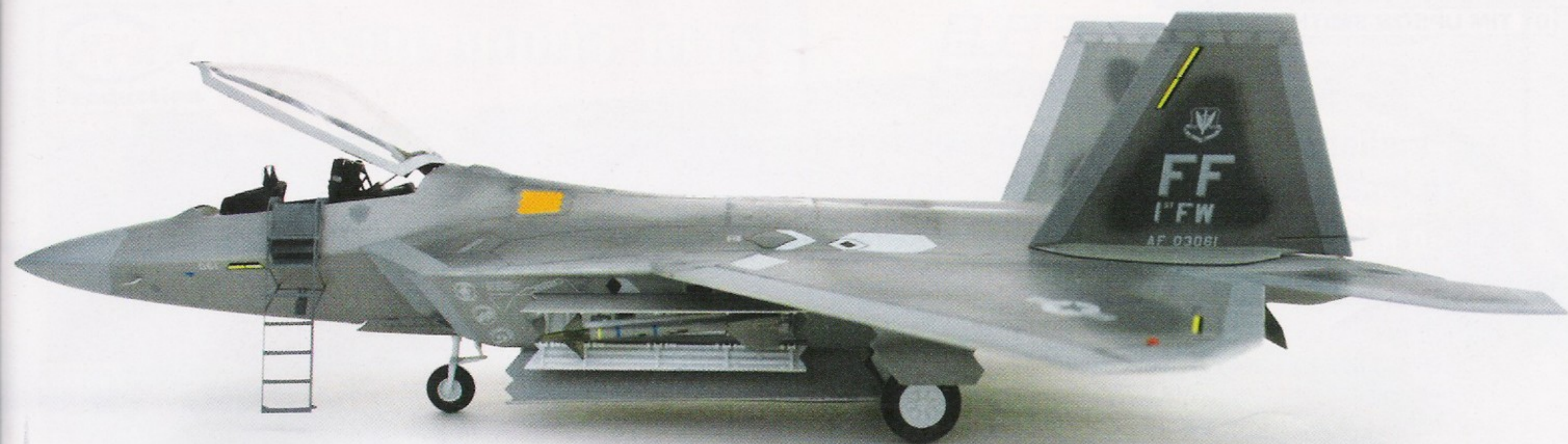
Bulbous and weird it may seem on the ground, but in the air its agility is considerable



A look into the empty weapons bays reveals the mass of detail and plumbing within



Raptor Factor! The new global police car on the beat



codes on the tails. It could be very confusing matching the right markings for the right aircraft with the right tail codes etc., so I went for the first option to keep things simple. That said, all the options given are for Commanding Officers' aircraft from various units and feature differing tail band markings. Given the current monochrome nature of the aircraft in service this is probably the only real way of making a choice as to which you intend to model. The decals went on without trouble and performed excellently using Micro Set and Sol.

The thrust vectoring jetpipes were tackled next and whilst I was at it I worked on the jetpipe area at the back

of the aircraft. Revell are pretty much spot on with the varying shades here, so I used their painting diagram as a guide and added some panel line washes and streaking to the underside employing oil paints thinned with enamel thinners. I kept it clean for the most part, using the references I had to make sure the dirty areas were accurate, mainly on the upper sides near where the gun pops out and also on the undersides just aft of the main weapons bay.

All that was left to do now was to shoot a satin varnish finish to seal in the decals and

weathering, then add all the weapons after painting and decalling them. The weapons bay doors were added after folding to the correct angles as were the undercarriage wheels and doors. The last part to be added was the one-piece canopy which I unmasked and fitted into place using Gator Grip white glue.

Conclusion

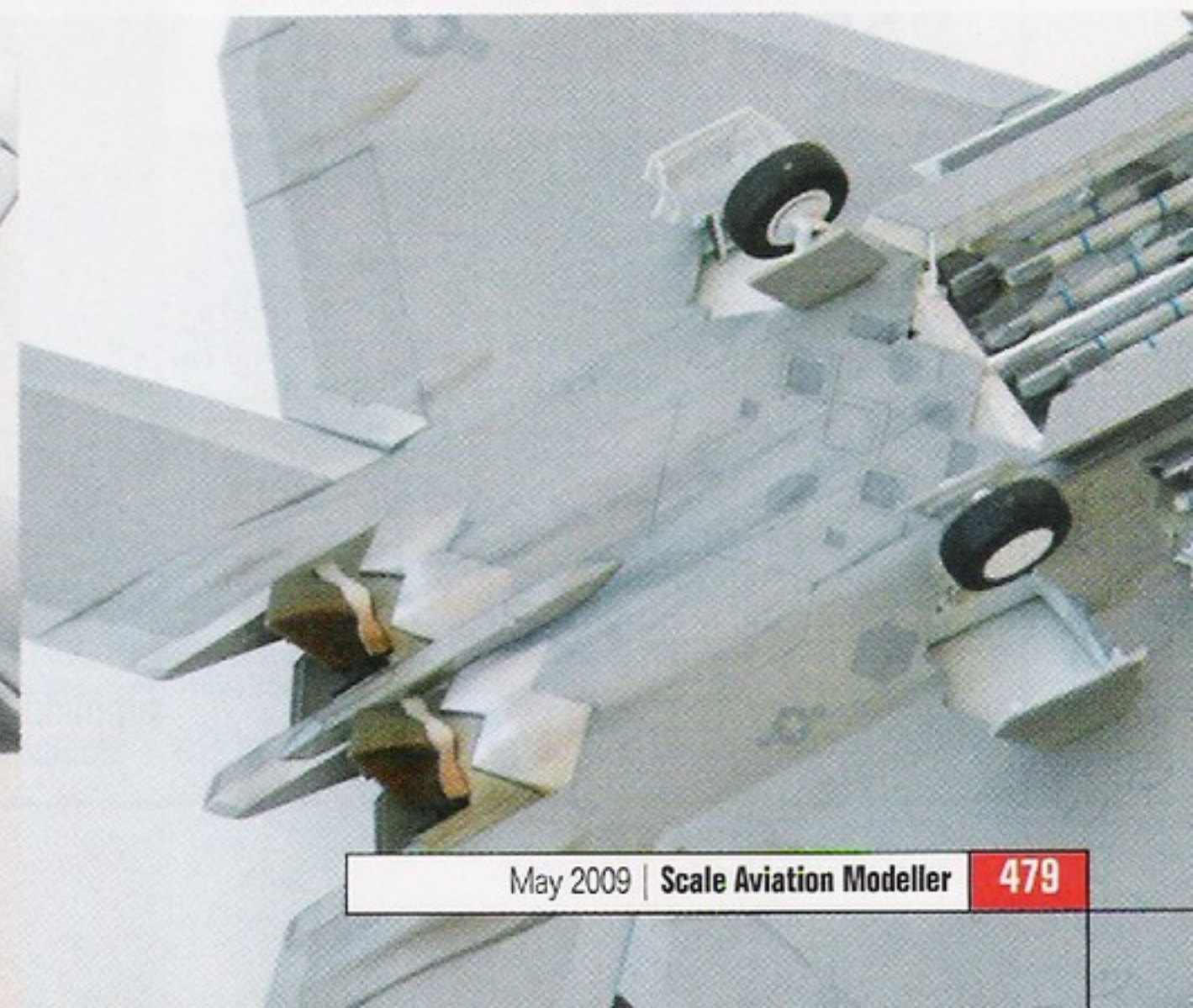
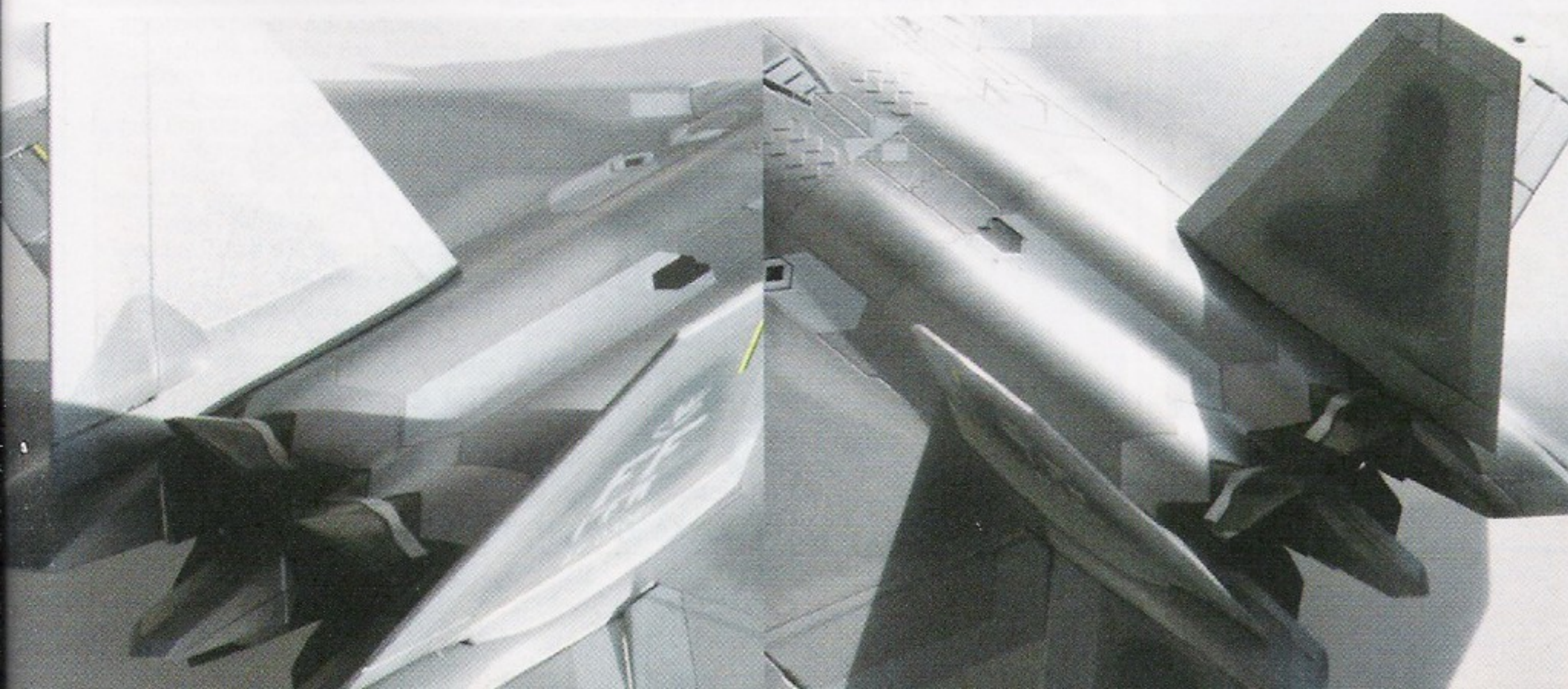
Revell have a superb kit that can be built straight from the box,

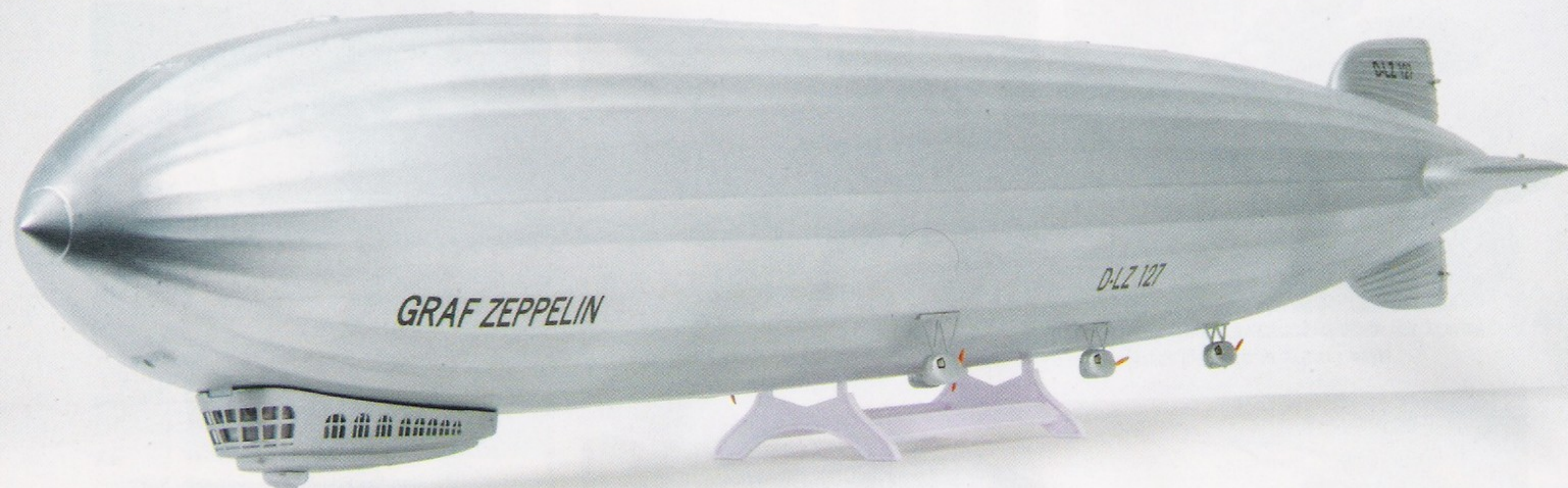
and the Eduard sets are really just gilding the lily. The crew ladder is a must-have though if you want to display the model with the canopy open, as it really adds a sense of scale to the surprisingly large F-22. To be perfectly honest, the area that really benefited from the detail parts was the cockpit, though this would be adequate if built with the canopy closed and a pilot installed, and if I

were to build this again, I would not necessarily use the weapons bay set unless I were to leave the weapons out, as little or none of the etched parts can be seen with the AMRAAMs installed.

Overall I really enjoyed this build, and while adding the etched details and replicating the metallic finish to the paintwork added a number of challenges, the end result justifies the effort expended.

● SAMI





Passenger Liner

Hawk's Graf Zeppelin D-LZ127

There was a little bit of debate as to whether this model counts as an airliner, but as it flew and carried passengers it must surely pass muster. Whilst it may not be everyone's cup of tea the *Graf Zeppelin* LZ127 was an important milestone in aviation history. It flew around the world in twenty-eight days and was designed to carry twenty passengers in the lap of luxury, including being serenaded by a pianist on a special lightweight piano!

The *Hindenburg* disaster spelt the end of the airships. Helium was considered as an alternative gas but at the time America had the monopoly on this and with the fear of the Zeppelins being used for military purposes an embargo was placed upon it. So, in 1938 the *Graf Zeppelin* flew to South America and in 1939 was dismantled, bringing to an end the era of the airship.

The Kit

The Hawk kit comes in a huge rectangular box which raised an eyebrow from my wife when it came through the front door, although she was somewhat mollified when I said it was for the magazine. The main part of the Zeppelin, the hull, is moulded in two parts in white plastic, and it took a while to eradicate



Cleaning up six feet of fuselage seam takes a bit of doing...

the joint line on the top and bottom completely, as the model is just over three feet long. Each of the four tail fins is moulded in two halves with two separate mass balances for each rudder/elevator. After these were glued onto the hull the model received a coat of Halfords grey primer or two or four...

Before the primer went on I used the hull for airbrush practice, as the model is a pretty large canvas with no detail, so mistakes could be made with no detriment to the finished model.

After the primer stage the main hull then received a coat of Nissan silver from a rattle can, and it was at this point that I turned my attention to the detail work.

I painted the interior of the main passenger compartment grey picking out the seats and blankets on the beds in red, although you cannot see a thing once it all assembled. A lighting kit consisting of three LEDs comes with the kit, but for various reasons involving superglue this



The partially finished model with the stand supplied

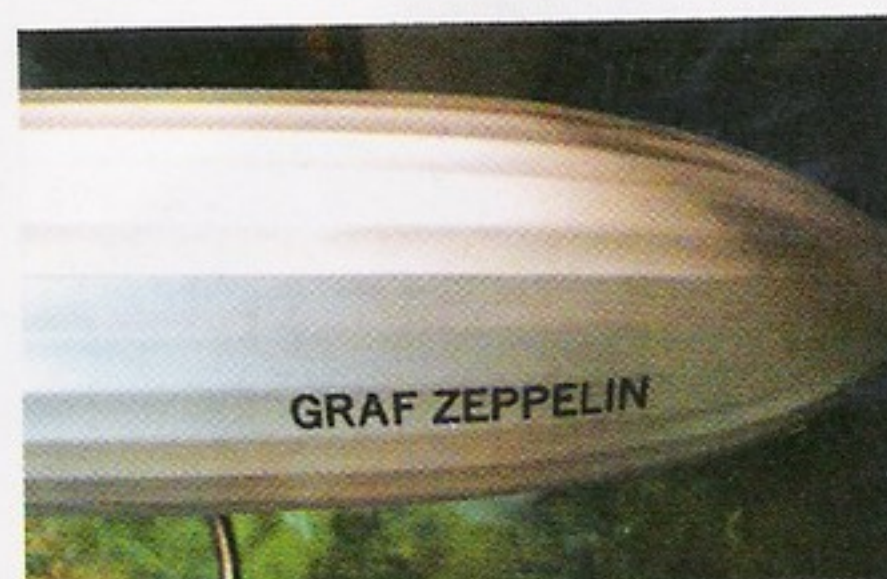
aspect of the model was not to be, which is a shame and I may try and rectify this at a later date.

The last parts of the model to be assembled were the five engine gondolas, each of which consists of two halves and a tiny propeller. The plastic that these parts are moulded in is very soft and flexible and seemingly impervious to most adhesives, including superglue. I eventually found that Gator glue would hold the parts together, although due to the nature of the plastic it was impossible to remove the joint line on each of the gondolas, as when the plastic was filed it just fluffed up. The locations for the gondolas on the hull are also very simplified with the mountings just pushing into the hull.

A four-part plastic stand is provided in the kit which I assembled but did not paint as I intend to replace this with a more attractive wooden version.

Colour Schemes

The markings supplied in the kit are simple, consisting of only the airships name and registration in black with the rest of the model in silver. I painted the passenger gondola in aluminium and likewise the engine gondolas. I used a black wash on these to pick out the solid windows and with that done the model



Decalling is straightforward and uncomplicated



TECHNICAL DATA

Graf Zeppelin D-LZ127

Scale: 1/245

Kit No: LIN70816_D

Price: £51.37

Type: Injection Moulded Plastic

Manufacturer: Hawk

UK Importer: Creative Models

was finished. If you so wished you could go to town masking the hull and spraying areas with different shades of silver to match the aircraft's appearance in period photographs.

Conclusion

This kit, although a relatively new release, is a bit of a mixed bag, in some respects. The model is a bit toylike, although this aspect would be improved by making the engine gondolas from the same plastic as the rest of the parts. This said, it does make an impact that would form an eye-catching backdrop to a display.

It was an entertaining and unusual model to build, and the only issue now is where to display it. My five year old son is quite keen to have it hanging from his bedroom ceiling, we shall see.....

● SAMI

Scale Model Club
Milton Keynes
www.mksmc.co.uk

Small but Fierce

Denavalised Supermarine Seafire L.IIIC of the Irish Air Corps

In 1946 the Irish Government initiated procedures for the purchase of twelve Supermarine Spitfire Mk IXs for the Irish Air Corps. This order was turned down and instead they were offered twelve Supermarine Seafire L.IIICs. An order was placed with Vickers-Armstrong's South Marston Works on 31st of August 1946, and these aircraft were delivered from the Royal Navy Aircraft Holding Unit at Abbotsinch and converted to Spitfire Mk V standards. All naval equipment was removed, however some traces of the previous purpose of the aircraft still remained. The catapult spools went but their strengthening plates were left in place, as well as the reinforcing strips below the cockpit. The wings were still able to fold, a space-saving feature that was used when the aircraft were stored in the hangars. The aircraft were delivered to Baldonnel in three batches of four on 17th of February, 11th of July, and 27th of September 1947.

These Seafires were allocated IAC numbers from 146 to 157 and served with No.1 Fighter Squadron until retirement in 1954, the last airframes being scrapped in 1963. They were equipped with an oblique camera mounted in the fuselage for photo-reconnaissance and between 1949 and 1954, at NATO's request, were used to carry out a thorough photographic survey of the Irish coast.

The subject of this model is 149. It arrived in Ireland with the first batch, subsequently served with the No. 1 Fighter Squadron and was scrapped in 1962.

The kit

For this model, I used the Revell 1/32 Supermarine Spitfire Mk I/II. This is the Hasegawa kit reboxed with a completely new wing, which is beautifully scribed and has fewer lumps and bumps to remove, which makes the conversion to a folding Type-C much easier. This kit was combined with the Airwaves Seafire Mk III conversion recently reissued by Hannants. I also used the Aires cockpit, some parts from the old Eduard cockpit photo-etched set and a few parts from Warbirds Productions.

Cockpit

The Aires cockpit is a reasonably good set, but I was unhappy with some of the detail. The duckboards and pedal rods on the cockpit bottom part lacked that 'boat floor' look that is very noticeable in the Spitfire cockpit, so new parts were scratch-built from Plasticard and various

types of Evergreen strip. One thing that is clearly missing from the Aires cockpit set is the firewall, which was also scratchbuilt. The kit seat is too large and the Aires seat just as big, however, Warbirds Productions has a very good resin seat of the right dimensions. All the raised instrument detail was sanded off the panel in order to be replaced with the photo-etched pieces provided in the Aires cockpit set, while the mount for the compass was sourced from Eduard. I decided to use the gunsight provided in the kit but combined this with the reflector mounts from the Aires set.

The Aires sidewall parts were improved in places. The rib detail was made from various types of Evergreen strip, then the various boxes, covers and switches were added from Plasticard. Some extra rib detail was added behind and ahead of the resin part, and I used a lathe to turn a new trim wheel as well as some parts of the throttle quadrant.

When all the various parts were finished they were painted using Mr.Color No. 364, BS283 Interior Grey Green and weathered with grey pastel dust. The seat was painted a reddish brown colour to represent Bakelite and the rear cushion was



TECHNICAL DATA

Supermarine Spitfire Mk I/II

Scale: 1/32

Kit No: 04715

Price: OOP

Panel Lines: Recessed

Status: Revised Issue

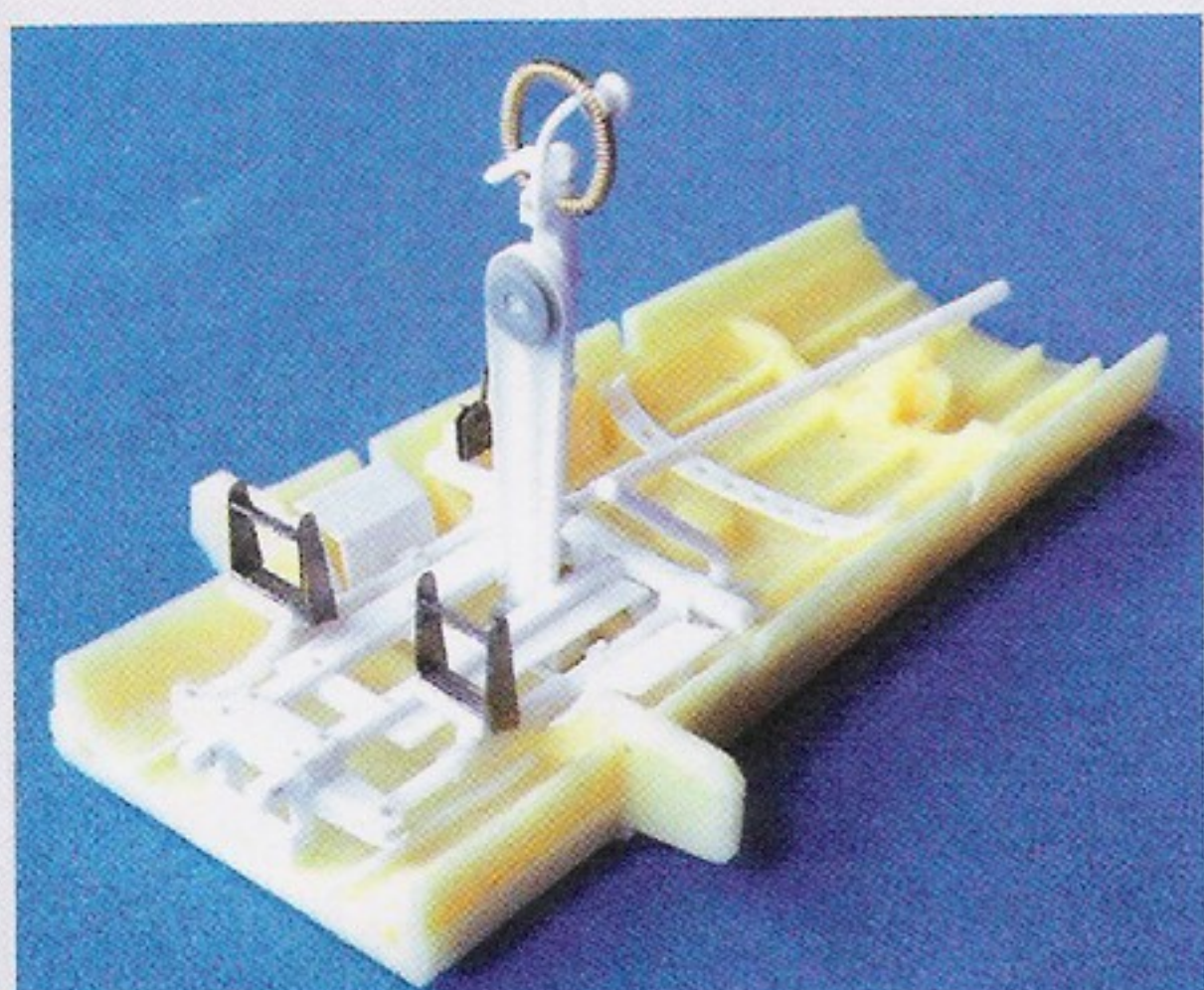
Type: Injection Moulded Plastic

Manufacturer: Revell AG

painted black. The Sutton harness supplied with the Aires kit was painted Tamiya XF57 Buff and glued in place, and the data plates and stencils were printed on an Alps printer and glued in various places, using references to identify their location.

The Seafires were fitted with an internal armoured glass that strengthened the windscreen. A frame was scratch-built from Plasticard and shaped to fit inside the kit part, and a suitably shaped clear piece was made and subsequently attached after painting.

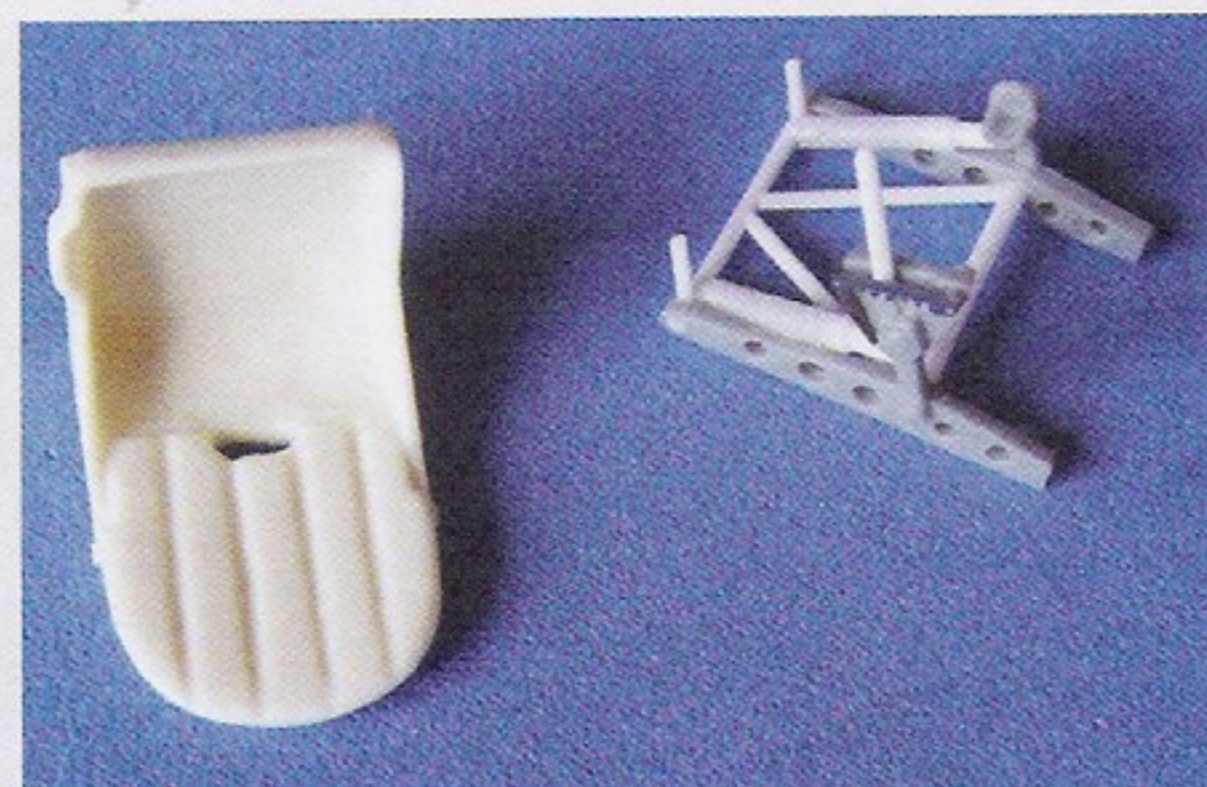




New floor parts were scratch-built from Plasticard and various types of Evergreen strip



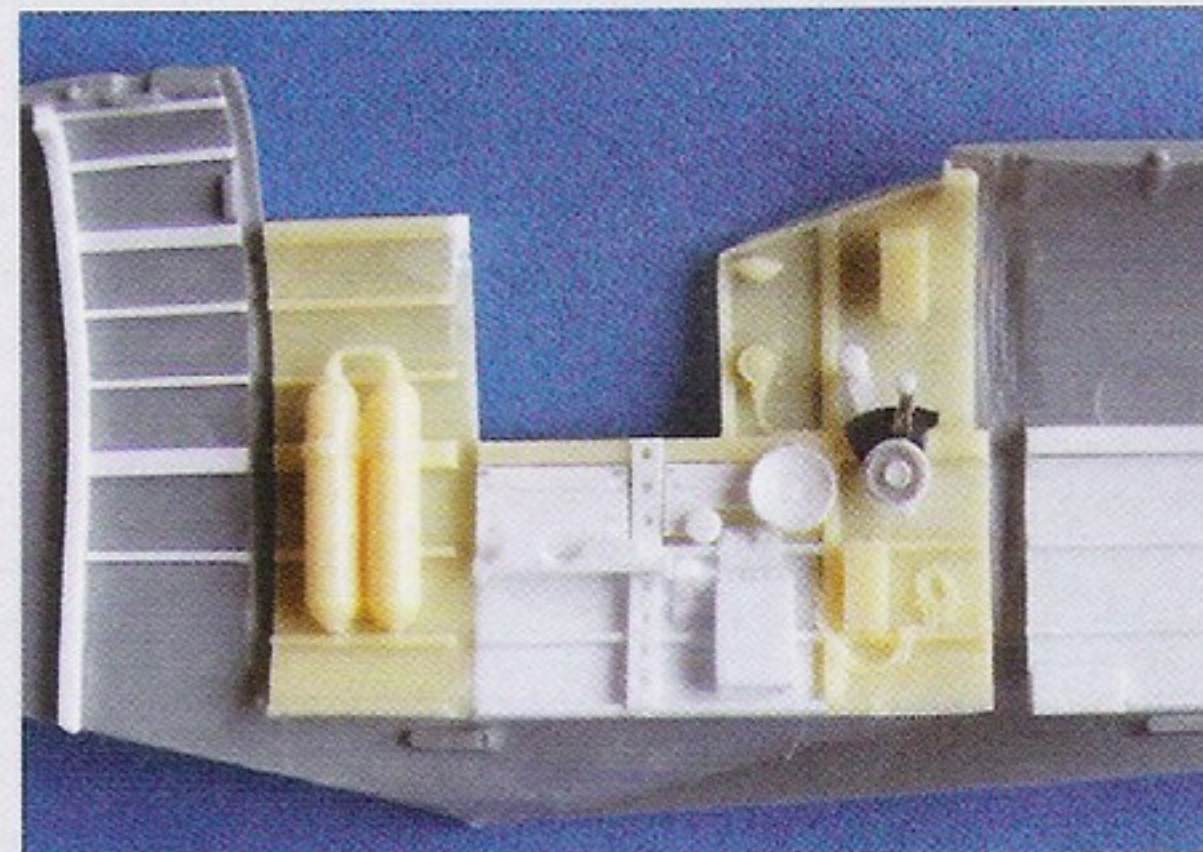
The spade grip was made from a piece of guitar string bent to shape. Note how the thumb trigger for the cannon was changed on these machines from a round push type to a rectangular slide type



The mounting frame for the seat was made using the kit parts and some Evergreen strip



A test fit of the seat and scratchbuilt rear cockpit frame. The front cockpit frame was made using the kit part



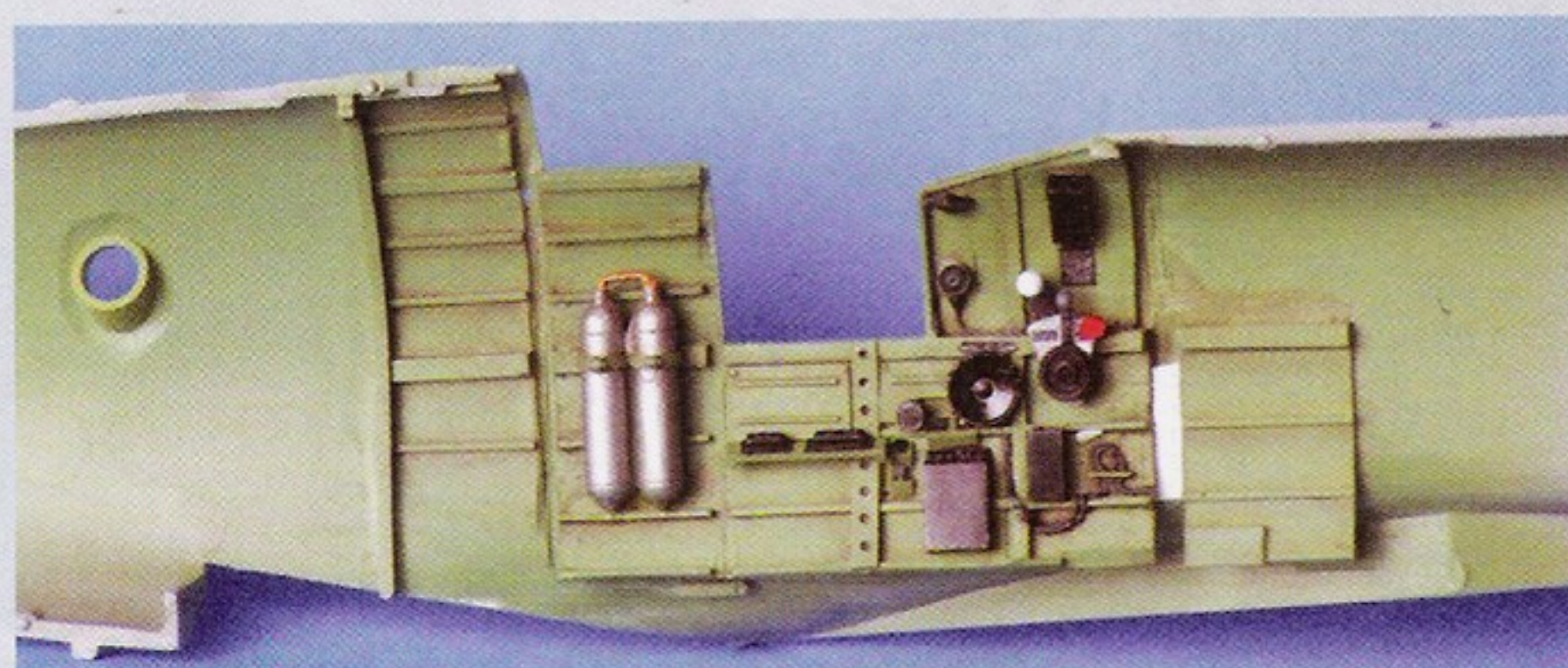
A large piece of the left sidewall part was removed and replaced with a Plasticard section



the forward cockpit frame with the Aires instrument panel. The instruments themselves were supplied as a piece of black and white film. A scratch-built compass casing was painted grey and added to the mount below the instrument panel

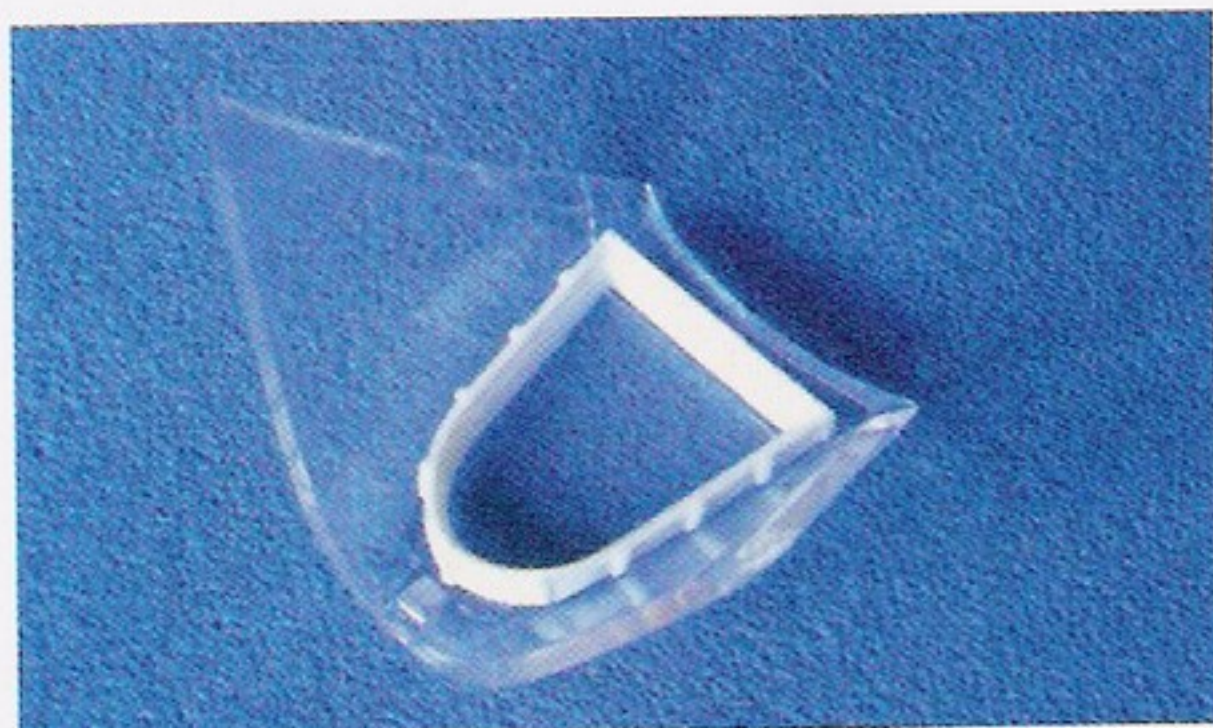


The completed cockpit parts after painting and weathering



Note the internal part for the camera window. This was made from a piece of Evergreen tubing cut at an angle





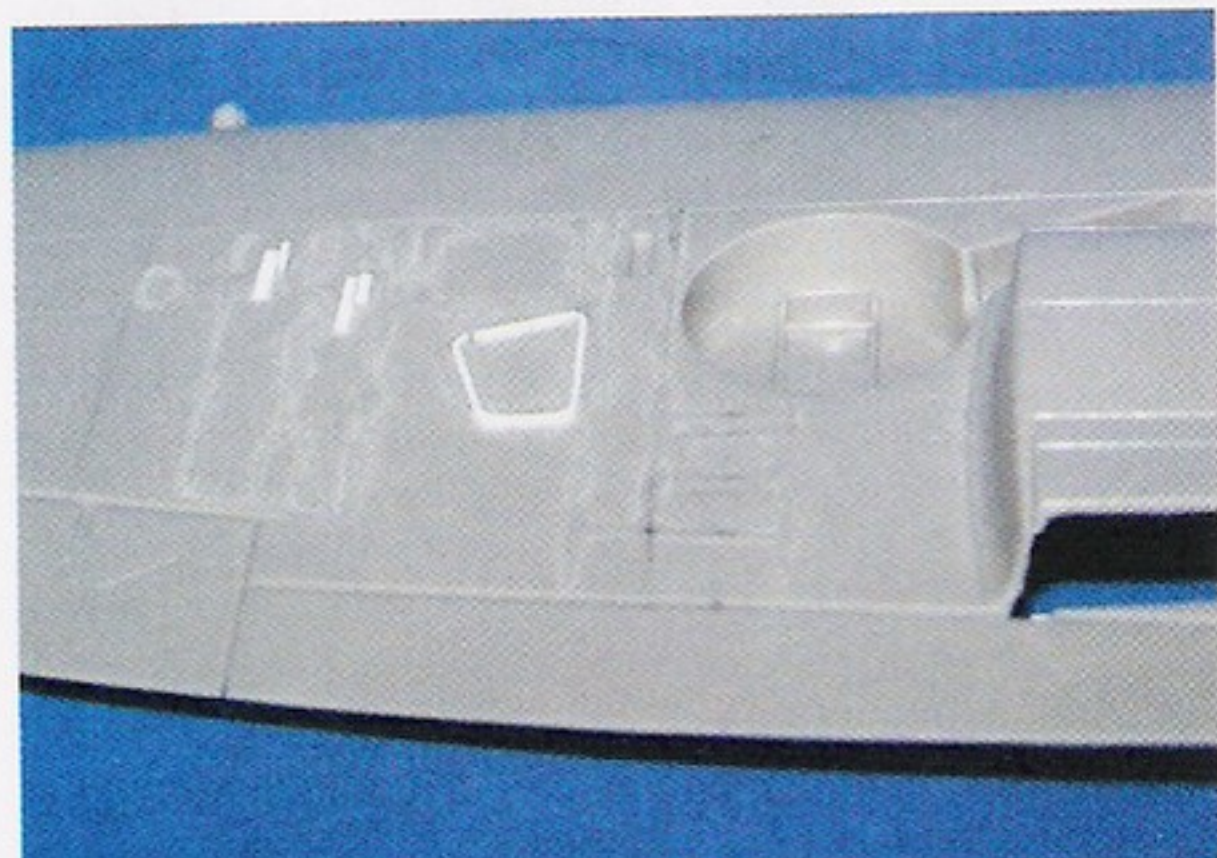
A frame for the armoured windscreen was scratch-built from Plasticard and shaped to fit inside the kit part



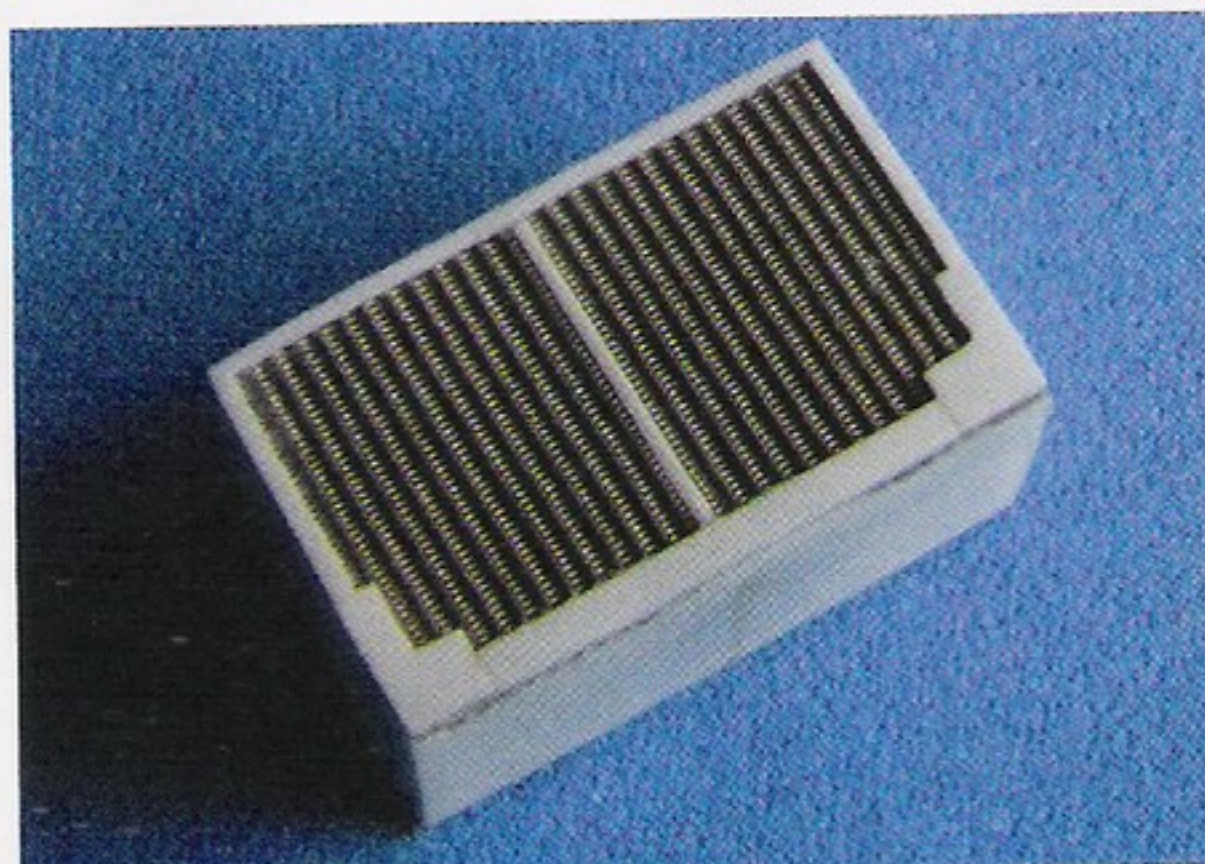
After all internal parts were painted and finished, the fuselage was glued together. At this point, all raised panel lines were sanded off and rescribed using a Tamyia scribe



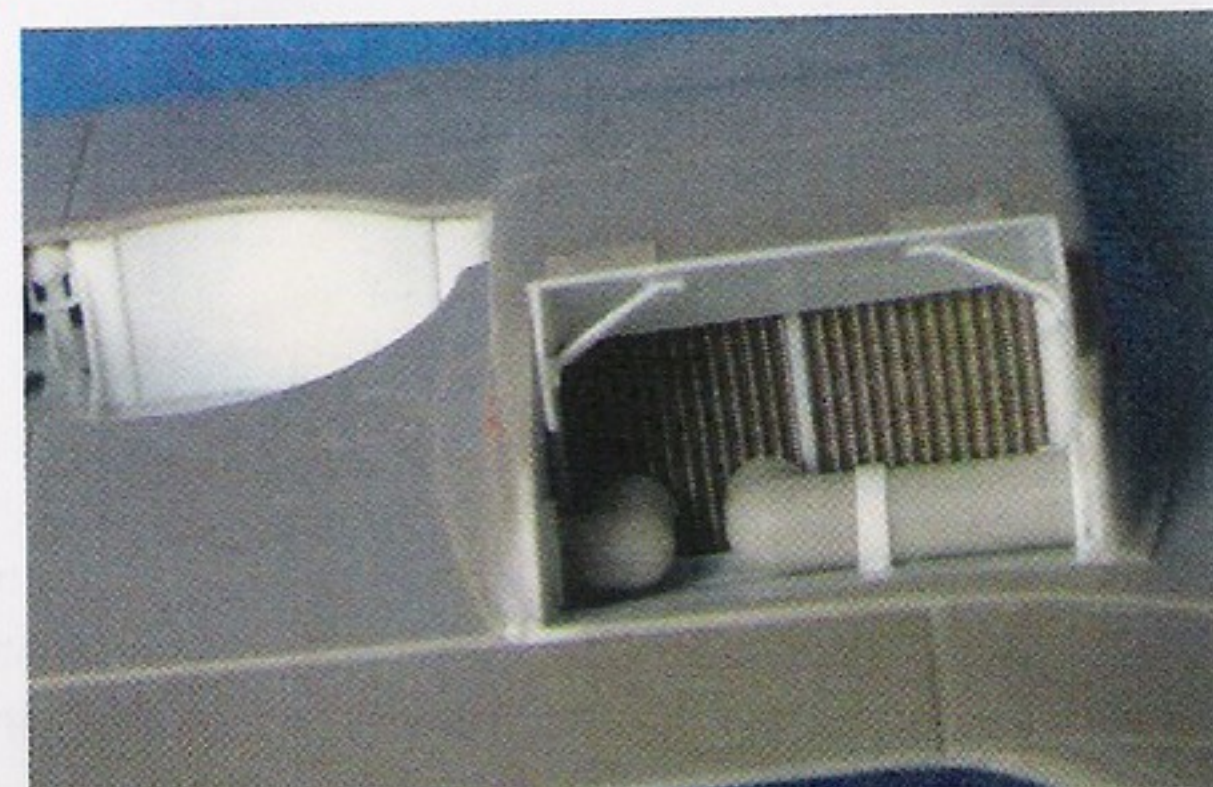
Scratchbuilding the carburettor filter using kit parts C37 and C39



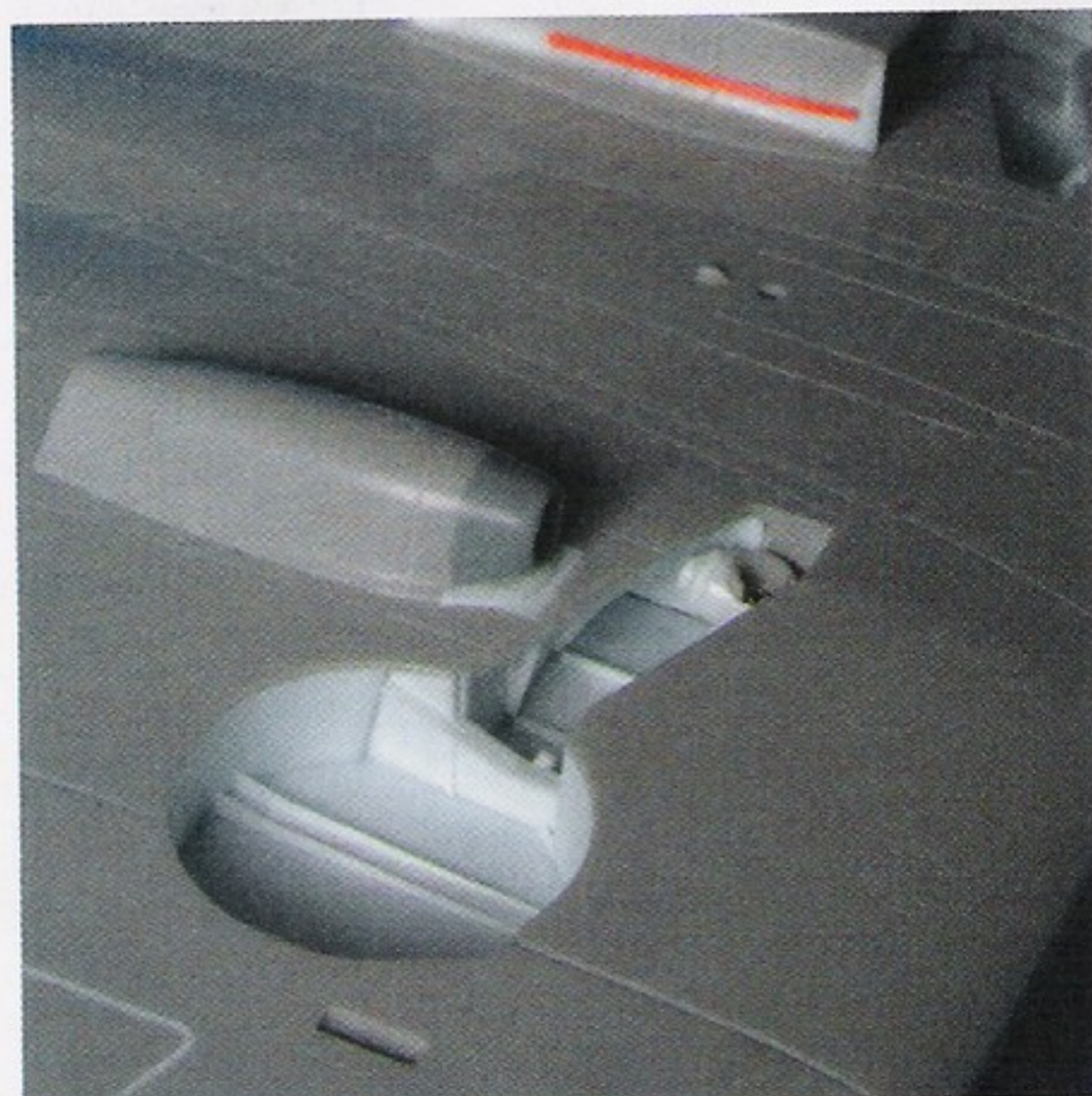
Superglue and Plasticard was used to fill in some of the unwanted panel lines



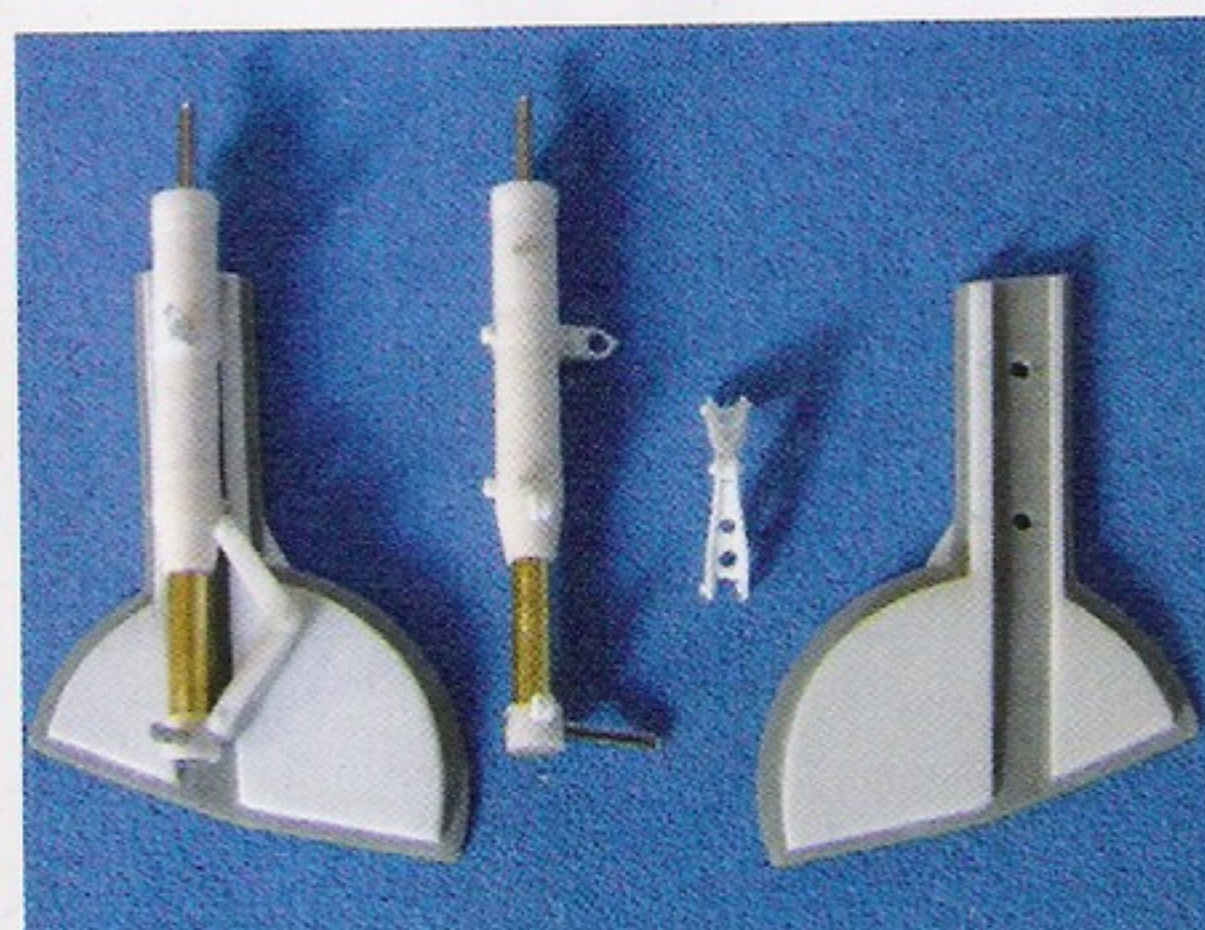
A new radiator was made from Plasticard and stainless steel mesh



The corrected radiator housing with additional details, such as the radiator flap and the heat collection pipes. These latter were made from corner sections of the kit's sprue, which are the right diameter



The oil radiator intake was also modified according to references



The landing gear provided in both the kit and in the Airwaves detail set are too thin, so new units were manufactured



The wheels used on these Seafires had four-spoke hubs so these had to be manufactured using the kit parts as a starting point

Fuselage

After all the internal parts were painted and finished, the fuselage was glued together. At this point, all raised panel lines were sanded off and rescribed using a Tamyia scribe, while the round fastener/rivet detail was simulated using the MDC rivet tool, which made the job very easy. At this point the Airwaves fishplates and strengthening strip were

fixed in place with superglue. These parts were sanded with fine sandpaper in order to soften the edges and remove the manufacturer-applied green varnish that covered them.

One visible feature of the Seafire Mk III was the Type B Aero Vee carburettor filter. The Airwaves conversion set supplies a resin part for this but it was too wide at the rear and I thought that it would be



easier to scratch-build one instead. For this, I used the kit parts C37 and C39. The rear of part C37 was cut off and glued to part C39, the joint line was filled with superglue and sanded smooth and the whole unit was sanded to the right shape. A small oblong-shaped shutter was added to the carburettor intake mouth and glued in the open position.

Wings

The wings that come with the Revell kit were designed for the Mk I/II and some of the panels lines needed to be removed. The two bulges above the wheel wells on the upper wing parts had to be sanded smooth as they are no longer needed for the wing used on this model, and I made a new radiator from Plasticard and



stainless steel mesh. The oil radiator needed to be corrected as well, and while working on the radiators I was also working slowly on the landing gear.

The main gear doors were detailed with Plasticard on the inside. The landing gears provided both in the kit and in the Airwaves detail set are too thin and I decided to make new ones. Each leg was made from a brass tube core over which I glued plastic tubing



sleeves turned in a lathe. The smaller details such as the up-lock and the scissor links were scratch-built from Plasticard according to the references.

The wheels used on these Seafires had four-spoke hubs so I decided to make my own. I started by removing the hub detail from the kit wheels. This opening was then backed with Plasticard and a central spindle, made from Evergreen tubing, was glued in the centre. To make the spokes I first turned a piece of Plasticard on the lathe until it was shaped like a dished disk. This was then cut into eight equal wedge-shaped slices, which were then glued in the centre of each wheel radiating from the spindle to the rim thus forming the spokes. The fastener details were cut with a punch and die and glued to the central spindle. I also added small inflation valves to the inside of each rim.

The cannon bulges came from the Airwaves conversion set, although the smaller bulges behind the machine gun ejection chute were scratchbuilt. The sliding panels that clear the hinges when the wings are folded were made from the thinnest Dymo labelling tape and glued to the hinge line. Also, a strengthening

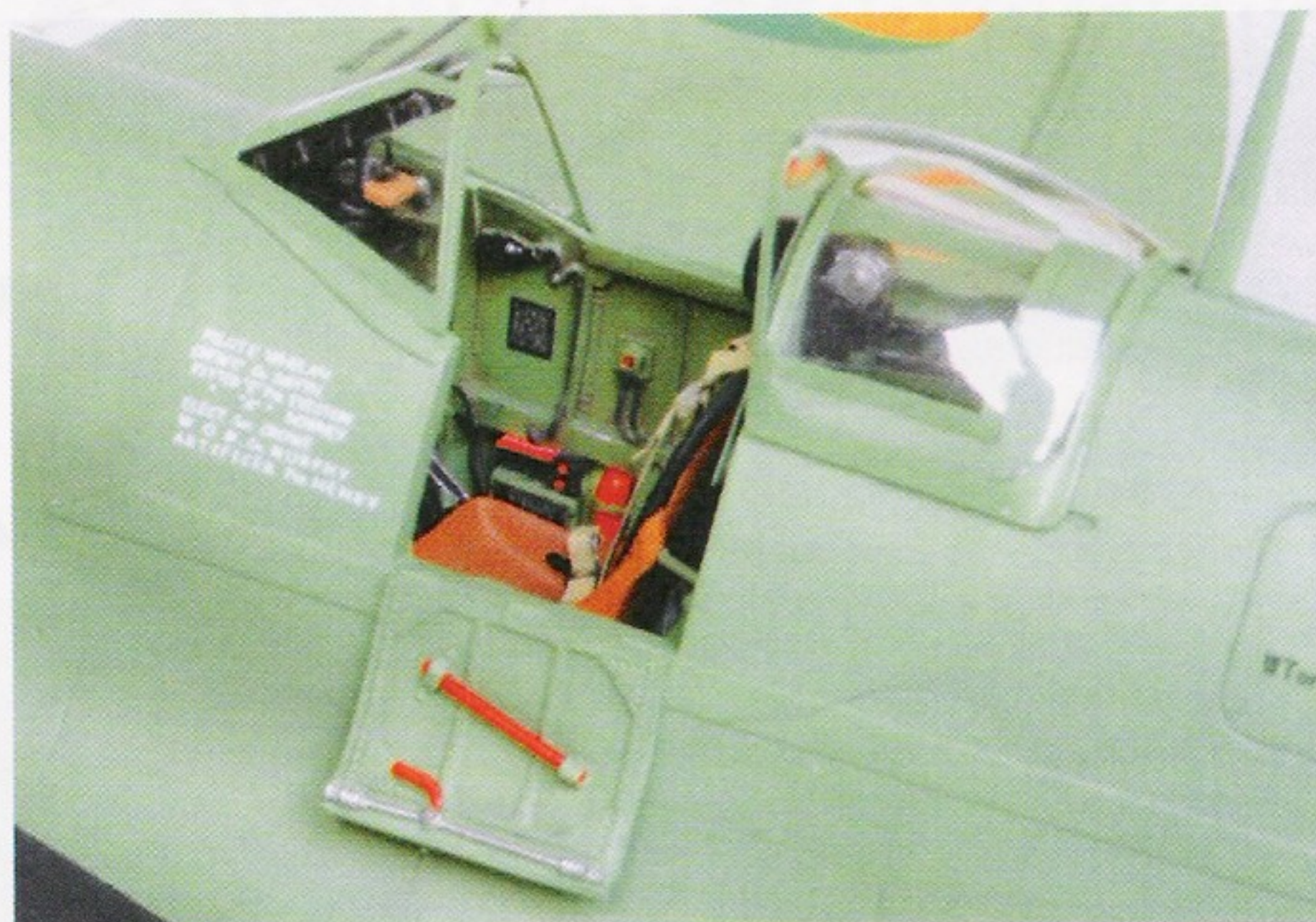


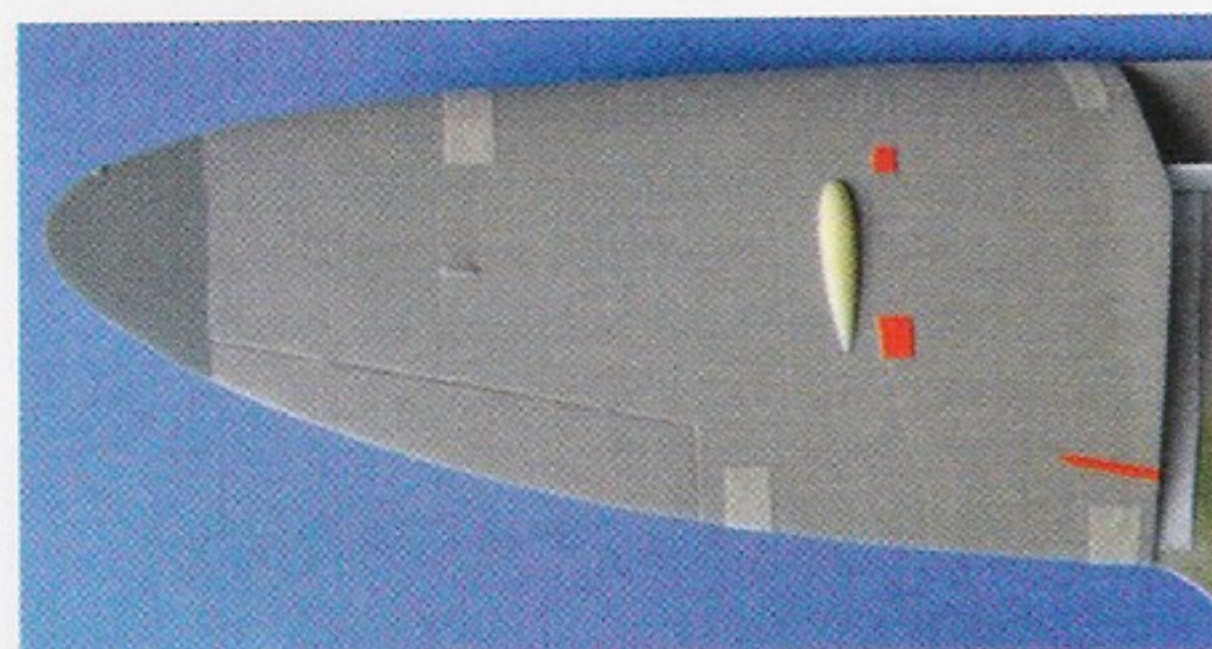
plate made from the same material was glued to the wing root. Some panel lines were rescribed, and the prominent wingfold line was scribed a bit deeper.

Seafire wheel wells were much more complex than those seen on regular Spitfires. The wing fold hinges and locking mechanism were located here, and they were also reinforced with extra ribs and stringers, so the wheel wells were completely scratch-

built according to photos.

The elevators fitted to these Seafires were the type used on the Spitfire Mk IX. The kit parts were modified by filling in the outboard half of the kit's engraved diagonal line and scribing a new one perpendicular to the hinge line from that point forward.

At this stage, the wings and fuselage were glued together and some filling was needed around the line where the wing



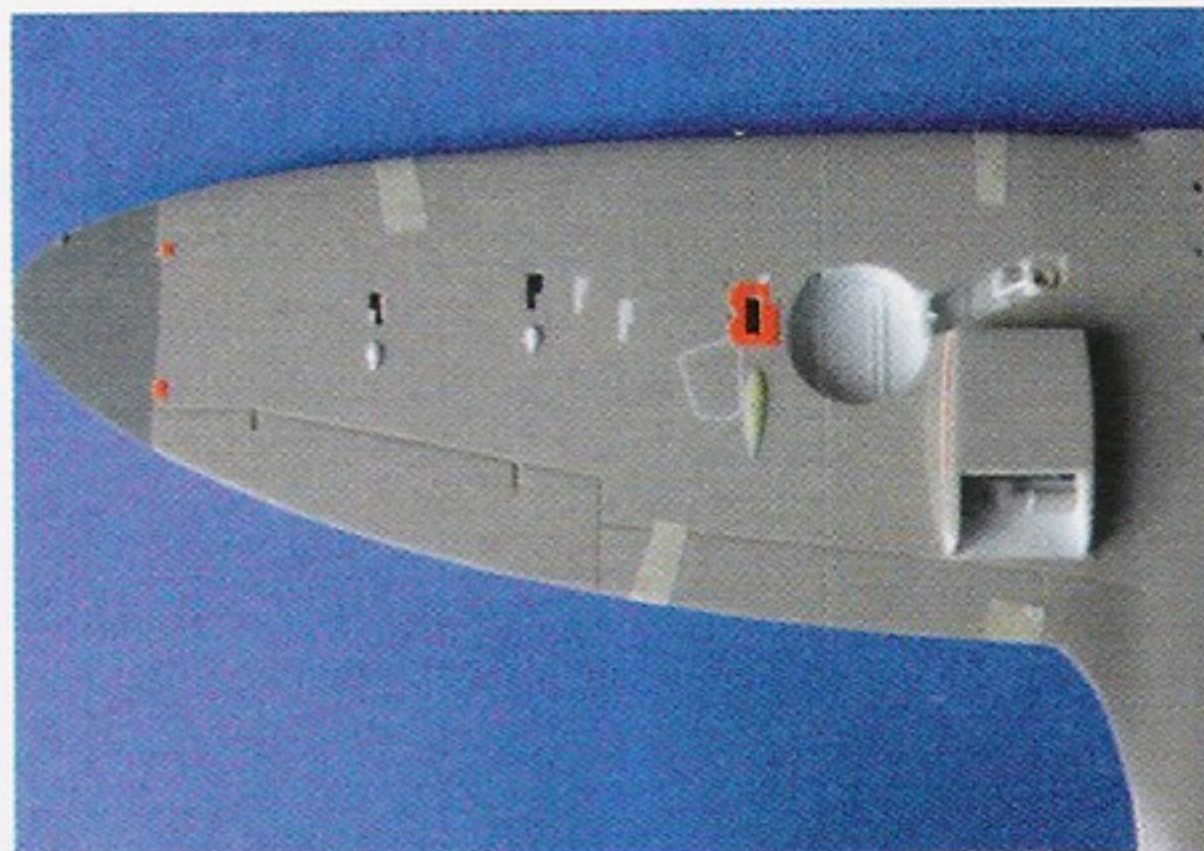
The modified upper wing surfaces. The prominent and complex fold line was scribed deeper than the surrounding panels



The wing fold hinges and locking mechanism were also located in the wheel wells, so they had to be completely scratch-built according to references



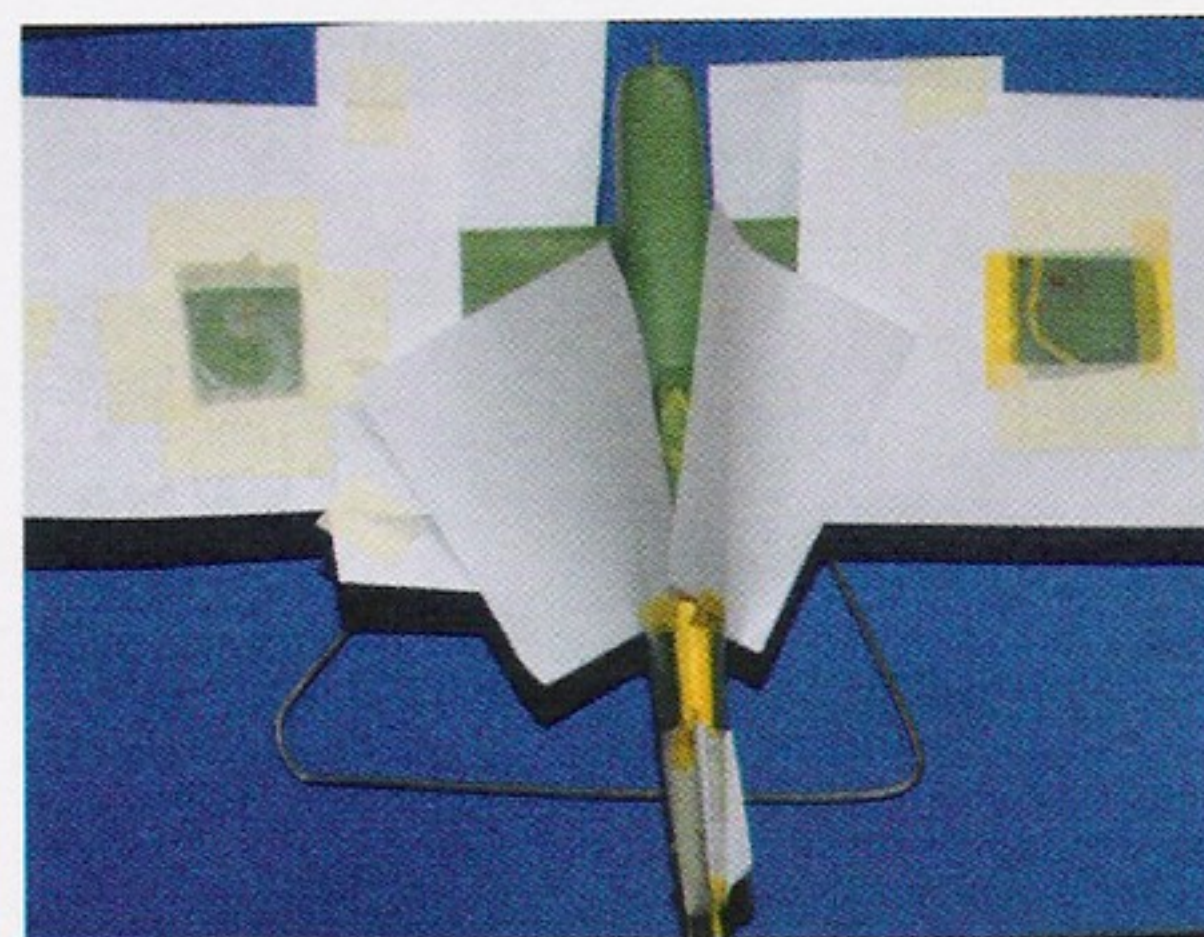
By this stage, the resin cannon fairings from the Airwaves conversion set were glued in place, aligned with the resin bulges on the wings. The existing holes for the machine guns were filled with Evergreen rod and new holes were drilled above the leading edge centre line



Considerable modifications made to the lower wing surfaces



The elevators fitted to these Seafires were the type used on the Spitfire Mk IX



Masking and painting the upper wing roundels



Seafire wheel wells were much more complex than those seen on regular Spitfires, and they were also reinforced with extra ribs and stringers



A cover plate made from Dymo labelling tape was placed in the arrestor hook area



This model was awarded a Gold Medal in the Aviation Trophy Class of the Irish Model Soldier Society's 50th Anniversary Annual Show in May 2008

middle section met the fuselage. It is known that the arrestor hooks were removed from the Irish Seafires, but it is unclear how the resulting hollow space was dealt with. I chose to simulate this by simply making a cover for the recess it would have left.

Painting and Markings

The colour of the Irish Air Corps' Seafires has been a subject of heated debate for many years, but the majority of enthusiasts agree that it was RAF Interior Grey Green. The entire model was painted Mr Color No. 364, and then coated with Johnson's Klear in preparation for markings and decals. The national insignia bosses used on the Seafires were unique in the sense that they were handed. There are no decals in 1/32 for this subject, and although bosses of the right size can be found on other decal sheets from Max Decals, they were intended for other aircraft and were not handed as required. Usually I print my own decals using an OKIDP5000 printer but gold is very hard to recreate with MicroDry printing technology so I had to use painting masks, which were cut from airbrush masking film with a cutter-plotter. Paints used for the markings were Aeromaster OT195 RLM 25



Green and my own mix of gold. I printed some decals myself, such as the No. 1 Fighter Squadron badge applied on both sides of the nose and the crew roll that was applied to the left side of the fuselage below the windscreen. Some stencil decals from the Hasegawa kit were added with the help of Aeromaster decal softener, along with the walkway lines on the wings. Later, after the model was

finished, I found out that there is some debate about the wing walkway lines which, supposedly, were red.

Finally the model was sprayed with a satin varnish mixed from 80% Johnson's Klear and 20% Tamiya Matt X21 Flat Base matting compound. The non-slip patches on the wing roots were painted with matt paint after the model was varnished.

These aircraft were relatively well kept and maintained, so weathering was kept to a minimum.

Conclusion

The slogan of No. 1 Fighter Squadron was Beag Ac Fíocmar, which is Gaelic for 'Small But Fierce.' I think that this slogan summarises the Irish Seafires very well.

This model was a pleasure to build. The kit is beautifully engineered and goes together very easily. I am already looking forward to my next Spitfire model based on this kit.

Many thanks to Mr. Joe Maxwell of Max Decals, Lt. Col. Kevin Byrne of the Irish Air Corps and Mr. Aaron Smith of the Irish Model Soldiers Society who helped me with advice, references and photographs on the subject.

● SAMI

References:

- The Irish Air Corps Celebrates 100 Years of Flight, Irish Air Corps, Irish Air Corps Museum Fund, Dublin 2003
- Wings over Ireland, The Story of the Irish Air Corps, Donal MacCarron, Midland Publishing Limited, Leicester 1996





Gobbo Maledetto

Strangeness and Charm. Trumpeter's Sparrowhawk in 1/48

The SM.79 *Sparviero* would probably not win many prizes in a beauty competition, looking as it does like the product of a union between a Ju 52/3 and a Stringbag. But beauty isn't everything and for my money it has character. I have had the old Smer kit in my loft for years but the production of the Trumpeter 1/48 kit seemed to offer an opportunity to make up a more detailed and less challenging model.

This was only my second Trumpeter kit and I have to say that I quite like them. Parts are well moulded and they have put out a lot of popular kits in most scales over the years. The only gripes about this kit are the lack of interior detail, and I have noticed on both of my Trumpeter builds that there has been minute flashing on some internal surfaces. This is easily removed but if you find pieces have an initially poor fit the chances are this will be the cause.

The SM.79 had a similar history to some other famous aircraft dating from the 1930s. A steel tubing framework for

the fuselage and a mixture of aluminium, wood and fabric covering plus three engines produced what was in 1935 a very fast transport which, as war approached, led to its conversion as a bomber. However, like other aircraft of this era, when war began it was severely mauled by more modern fighters.



TECHNICAL DATA

Savoia Marchetti SM.79

Scale: 1/48

Price: £29.31

Kit No: 02817

Type: Injection Moulded Plastic

Manufacturer: Trumpeter

UK Importer: Pocketbond

US Importer: Stevens International

Salvation came in its new role as a torpedo bomber and these new groups inflicted a lot of damage on warships and transports in the Mediterranean in 1941 and 1942. The SM.79 torpedo crews became famous throughout Italy and enjoyed the same glamour and fame as fighter aces in other countries.

The build of the kit is fairly straightforward and doesn't throw up any major problems but a number of points are worth making. Firstly, the cockpit detail as provided is a bit basic and as I intended to leave open the dorsal fairing behind the cockpit and above the bomb magazine I opted to add some additional detail to the rear of the cockpit area. The kit also provides a separate access door, which can be displayed open, so I added extra detail to this section of the interior. For reference material I used the cut-away drawing in the old *Illustrated Encyclopedia of Aircraft* series.

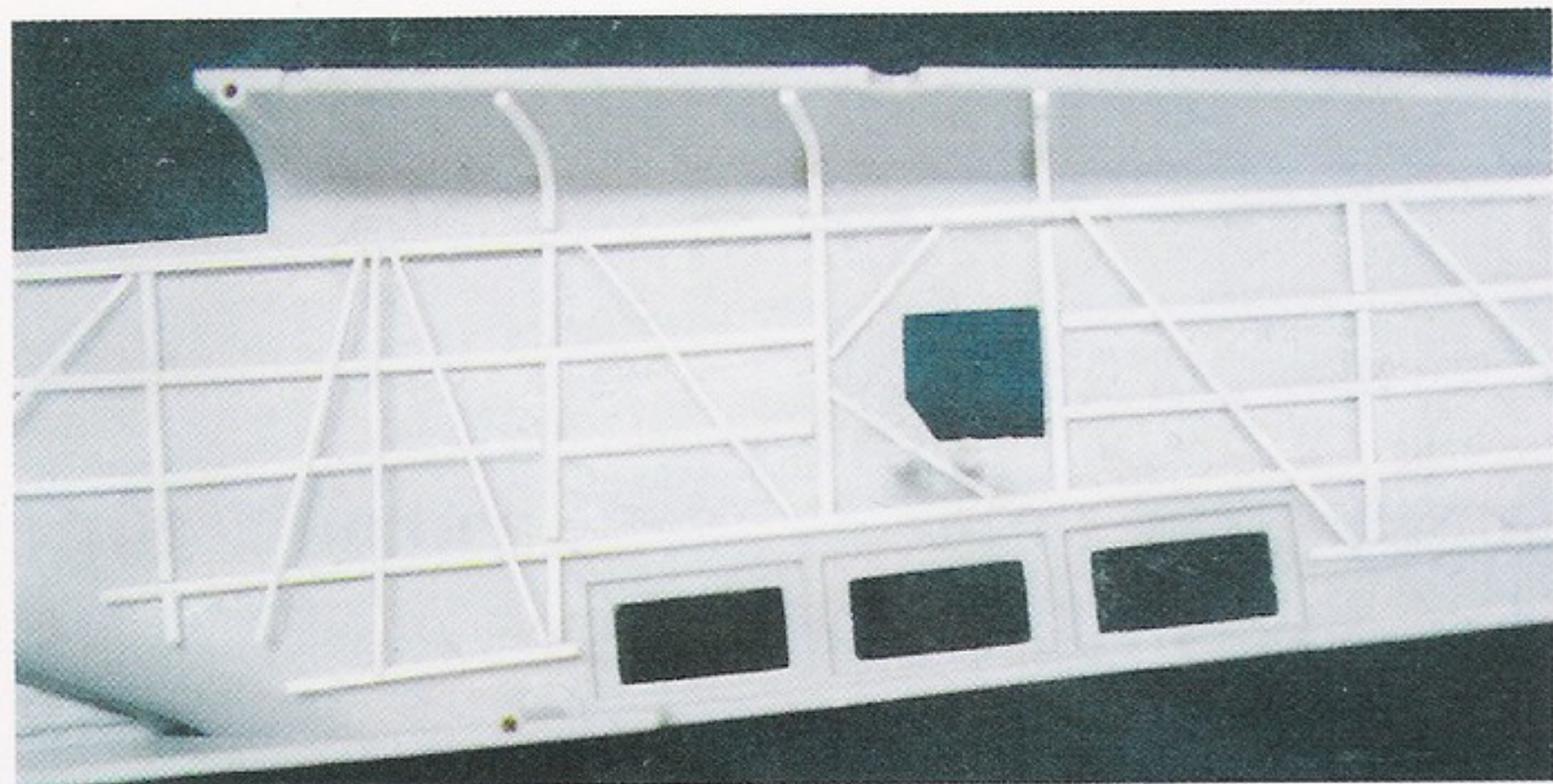
Now I am not a rivet counter and I will happily accept that kit

manufacturers

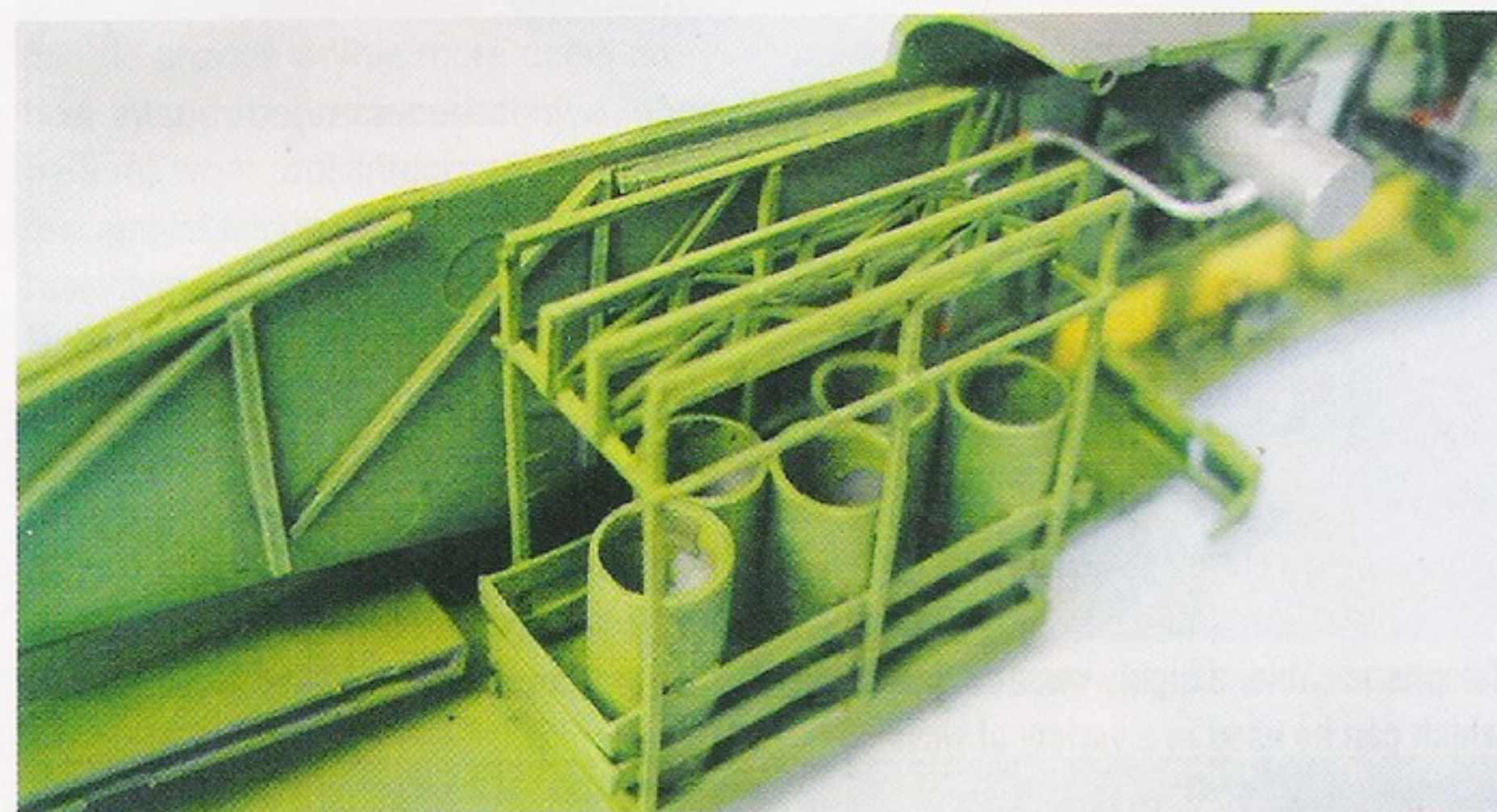
know what they are

about. However, once an error is drawn to my attention then, provided the remedy is within my skills range, I have to try and put it right.

I found an article on a website by Will Riepl, which pointed out that the openings on the engine cowlings are too big. A scan of photographs and plans seemed to confirm that he was right. He also suggested that the horizontal stabilizers, as supplied, are too short. My usual method of measuring using half a finger plus a little bit also seemed to agree with this conclusion. The remedies were not too difficult. A piece of tubing was glued inside the cowl opening and then filled and sanded to shape. Plastic strip was inserted into a section of the elevators and onto the inside edge of the stabilizers and then sanded into the correct profile. This alteration meant that the tailplane bracing struts in the kit were now too short. However, they are moulded a bit on the heavy side and are better



As the crew access door would be left open the interior detail was emphasized with strip plastic



The bomb magazine, another area that would be visible through the dorsal fairing, for which further internal detail was scratch built



The cockpit detail as supplied is a bit basic so additional detail was added



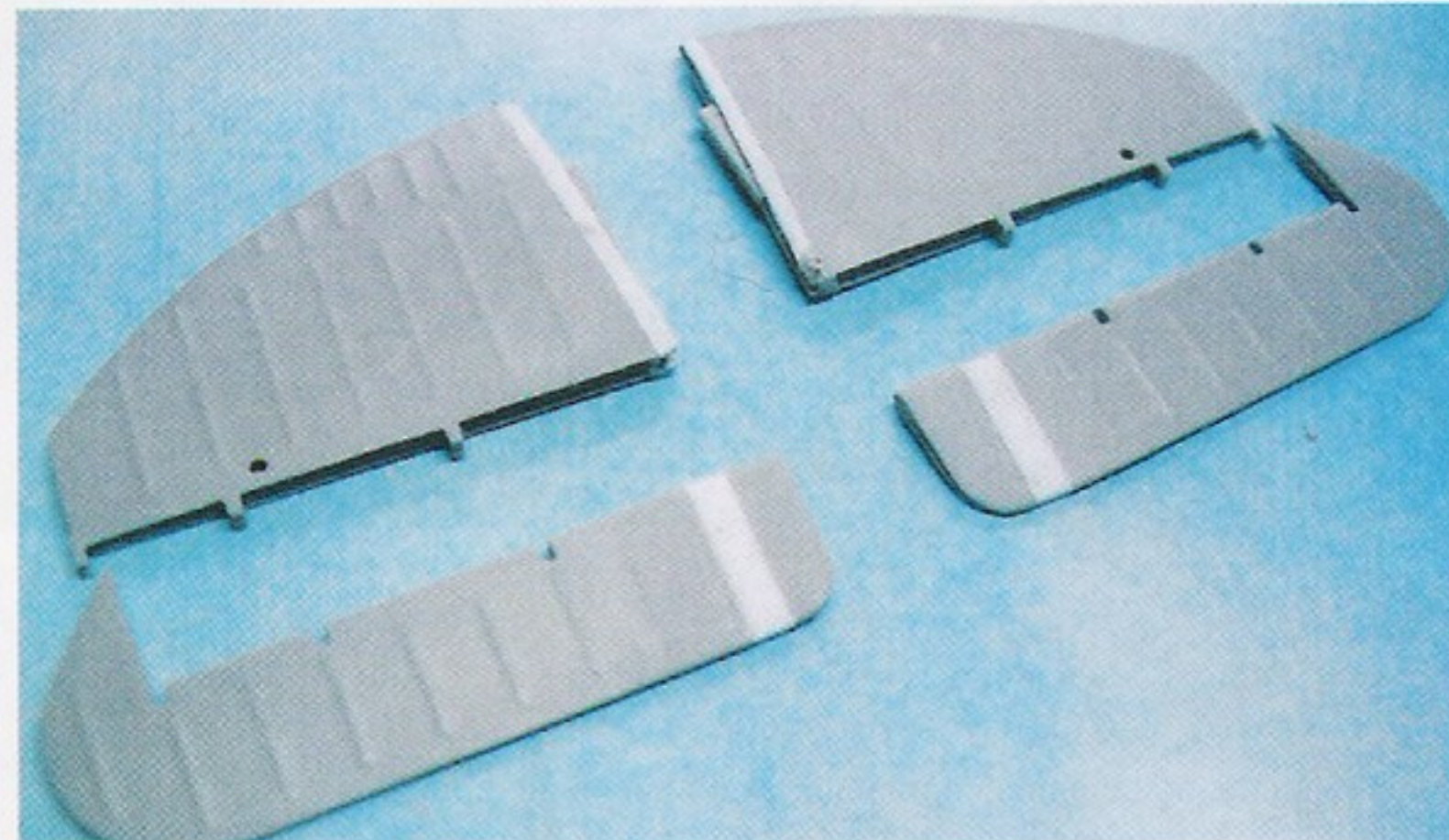
Always a relief when the fuselage comes together and everything fits



The only poor fit in the whole kit is at the rear of the engine nacelles. Those locating slots are hard to find when the undercarriage is fitted



Plastic tubing superglued inside the cowling was later filled to produce a more realistic opening



Plastic strip was inserted into the tailplane and elevators to improve the size

between the cowling and the engine gear box. Telephone cable to the rescue once again.

As I mentioned earlier, I intended to display the model with the access door and dorsal fairing open, so this required a scratch-build of the bomb bay stowage and support frame. Photographs and a cut-away section provide reasonable detail for this and I constructed it from sections of strip and tubing for the bomb containers.

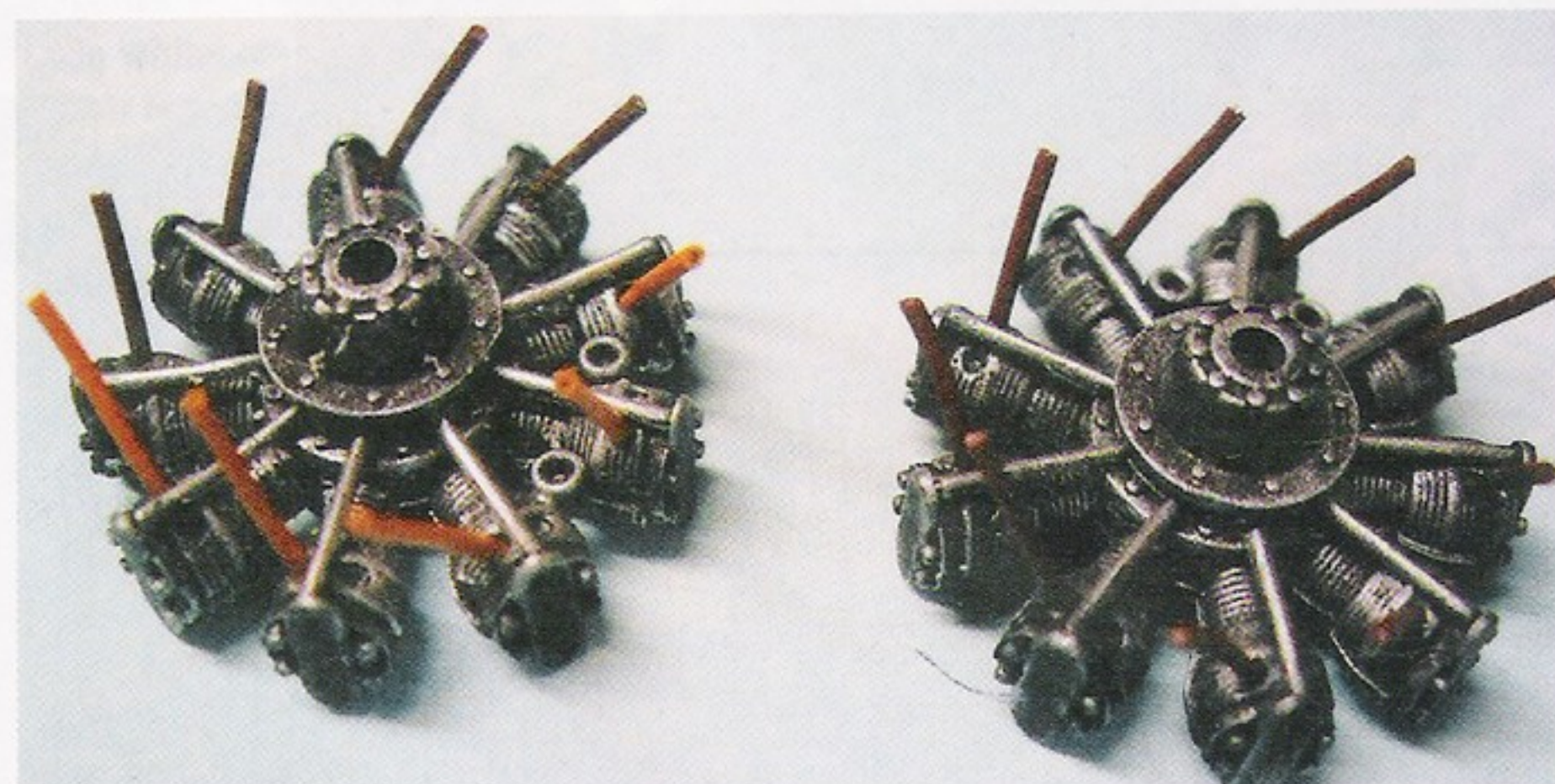
The only other construction points to mention are the partially poor fit of the engine nacelles to the wing section. At the rear this required quite a bit of filling and sanding to achieve a smooth contour. I also found that the undercarriage was very difficult to fix into the locating slots inside the engine nacelles. In the end I built it up in situ and in sections rather than try and fix the whole delicate unit in place.

There are quite a lot of windows in the Sparviero but Trumpeter reduces the

potential problems by moulding the cockpit roof as part of the clear Perspex canopy. Once the windows are masked a smooth line is guaranteed.

Stored away in my detailing sets I had a very old Eduard etched metal set that included the entry steps, which are an integral part of the door. I had picked it up on a visit to Hannants way back when Group Editor Neil Robinson was still a boy, but it finally found a use. I am not at my best with delicate etched parts but I gradually coaxed it into shape and it does enhance the entry door. More, up to date, details are now available from Eduard.

I had always intended to finish my SM.79 in the three-colour scheme, as illustrated on the box, as it seemed to me to be the most striking of the many schemes that were applied to this aircraft. Unfortunately, it was also one of the more difficult schemes for a modeller whose airbrush technique is more suited to interior decoration than producing works of art. My only hope of success was to use a series of homemade masks to spray in the two green shades, one at



The engines as supplied had plastic tubing added to simulate the exhausts, which were later bent up to join the cowling collector ring

replaced by strip plastic (aerofoil section) and wire. On this subject, can I put in a word for the virtues of telephone cable? The plastic coating can be used either with or without the interior wire for detailing and the copper wire, when stretched between two pairs of pliers, becomes quite rigid and can be cut with scissors. Ideal for bracing and other straight runs needing a fine, rigid profile.

The engines, as supplied, are quite adequate - particularly with the amended cowling opening - but I added exhausts, which connect to the cowling collector ring and bracing

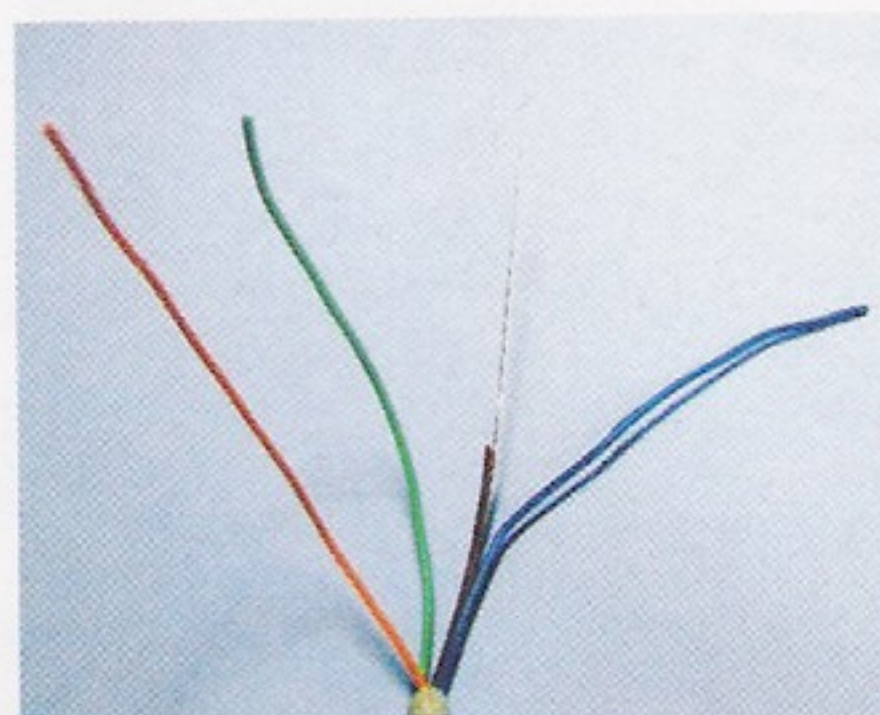


The homemade masks used to produce the mottle camouflage and help control overspray from the airbrush



a time, over the basic sand colour. I used Humbrol enamels for the basic colour scheme, 94 Brown Yellow, 80 Grass Green and 76 Uniform Green although these original colours were later modified by weathering with oil paint and pastels. Once I had sprayed the lighter green I removed all the masking, placed pieces of tracing paper on the aircraft and drew an outline where I

wanted to locate each pattern of the darker green mottle. Each outline was transferred onto a piece of paper, the shape cut out with a modelling knife and the outline on the surrounding paper used as a mask. Yards of masking tape were used to fix each mask in place and fill in the surrounding gaps. Those modellers who can spray the eye on a



Telephone cable, a highly versatile medium, which can be used in a variety of ways

picture of a fly can save a week's work at this stage of the build.

Finishing was my usual gloss varnish for decals, and for these I used a mix from the kit and Sky Models sheet 48-018, followed by some weathering with raw-umber oil paint and pastels and a final spray with matt varnish. Thanks to some poor mixing of the varnish I managed to get some white deposits on the

model, which necessitated repairs to my painstaking paint job.

The access door and dorsal fairing were fixed in place and the kit provides a couple of nice torpedoes, complete with their aerial rudders, although I believe it was normally the practice on operations to use only one on the port side.

At the end of the day it looks like the *Sparviero* and I was right. It does have character!

● SAMI



Feedback

Brass Tactics

I have just finished reading Colin Whitehouse's build of the EAP. Thanks for covering scratch builds. Colin mentioned that he used brass sheet for the undercarriage doors, but can he provide a little more detail on how he did it? Besides creating a paper pattern, what brass thickness did he use and what tool did he use to cut the brass?

Mark
Via Email

Colin's Reply:

Hi. Actually the task was easier than it might appear. The job is only complicated by the curves on the doors.

joined up using a ruler and a scribe to give the correct outline.

Step 3 The brass sheet is then cut with a pair of strong scissors along the marked lines. A heavy duty knife can be used for the internal angles but a modelling knife will not cut the thicker brass. When using the scissors the door will bend but don't worry, flatten it out by rolling with a metal roller (knife handle) on a hard surface.

Step 4 Fortunately on the EAP the step before and after the wheel well is very similar and, importantly, the fold is straight so I was able to use the actual



Step 1 Tape a small piece of thin paper on the model over the wheel well and fold it into the contours of the fuselage. Draw round the hole with a pencil using a 'brass rubbing' technique. Remove the paper and flatten it out to give the correct size and shape of the door. Do not cut out the paper pattern.

Step 2 The brass sheet is standard 0.005" stock. This is thick enough to hold its shape and scales up to 6mm so is not oversize. Lay the paper onto the brass sheet and fix with tape. Since there are no curves on the EAP doors the process is easy. Place the brass sheet onto a hard surface and using a sharp point, stab through the paper pattern into the brass at the points where the door has a corner. Once complete you will be left with a series of dots on the brass. These can now be

model as a former to bend the brass to shape.

Step 5 Finally the door can be trimmed so it fits the hole.

Step 6 On the EAP I made the port and starboard doors as pairs and separated them as the last step, as it was easier to work with the bigger pieces and it meant the fold was consistent.

Step 7 I detailed the doors with crystal lenses for landing lights and jacks from the spares box before painting.

I hope this is the sufficient detail for you to have a go!

Regards
Colin Whitehouse
Andover England

● SAMI

Magnetic Field

You have probably already been told about this in reference to the SG113A Forstersonde equipped Hs 129. But here are some references that may be of interest:

Bound Profile magazines Vol 3 page 261 shows a back view of 0249 credited to Gruppe 66 Archives.

Page 244-5 of Martin Pegg's book, *Hs 129 Panzerjäger*, shows a firing sequence, Page 243 shows a schematic of the aerial that was used to trigger the missiles by electromagnetism and page 241 has a series of photos taken of 0249. I think that they were taken at the same time as the first photograph mentioned.

Mark Hampton
Via Email

● SAMI



Hop Aboard

As the branch secretary of The West Kent Scale Model Club and also the Kent IPMS Branch I am hoping that you could publish a request for new members in your magazine. The club membership has shrunk to a very small group over the last couple of years, and it is my desire to see the membership increase back to the same levels as before. The club's meetings at the moment see members bring along their latest project/finished kit and chat about that and all things related to model making. A more formal type of meeting with monthly competitions would be



Diversity on the West Kent stand at a village fete



A display of Polish aircraft from WW2 at a local village fete.

considered if the membership were to increase. The majority of the membership builds aircraft models but other disciplines are covered and at all levels. The club also displays at a few model shows around the country each year. We meet as a combined club on the second Friday of each month at Taylor Memorial Hall, St Luke's Church, Eardley Road, Sevenoaks, Kent from 7.30pm to 1000 pm.

Yours sincerely
Philip.P.Ramsden
p.amsden@sky.com

● SAMI

Brasso Tactics

I have been an avid reader for a fair few years now, and have noticed a bit of a trend recently asking for lists of abbreviations and the like. Well I have an idea - If possible could you format a list of household products that have helpful modelling qualities, such as the wonder fluid known as Klear, or



Mr Kipling pie cases (which I have found perfect for mixing paint in). I believe this would be invaluable to modellers new and old.

Nik Richardson
Via Email

● SAMI

Events

MAY

■ Saturday 2nd – Sunday 3rd

IPMS Switzerland Zurich Branch National Contest

will occur in Faellanden near Zurich. For further information see the website at www.ipms.ch

■ Saturday 2nd – Sunday 3rd

2009 Illawarra Scale Model Expo

incorporating the NSW Scale Model Competition. Koonawarra Community Centre, Fowlers Road Dapto (South of Wollongong) NSW. See <http://ipma.hobbyvista.com/> or contact Darren Dickerson on 0419 148 335, email ipma@gibstuff.net

■ Sunday 10th

The Potteries Model Show

this year will be held at the usual venue of Meir Community and Education Centre, Pickford Place, Meir, Stoke-on-Trent, ST3 7DX. Doors open at 10am. Traders and club stands, refreshments will be available throughout the day. For the competition this year there will be a prize of £150 of model vouchers for the Senior Best in Show, courtesy of Model Hobbies.co.uk. and the Junior Competition will have a voucher prize courtesy of Affinity Models.

■ Sunday 10th

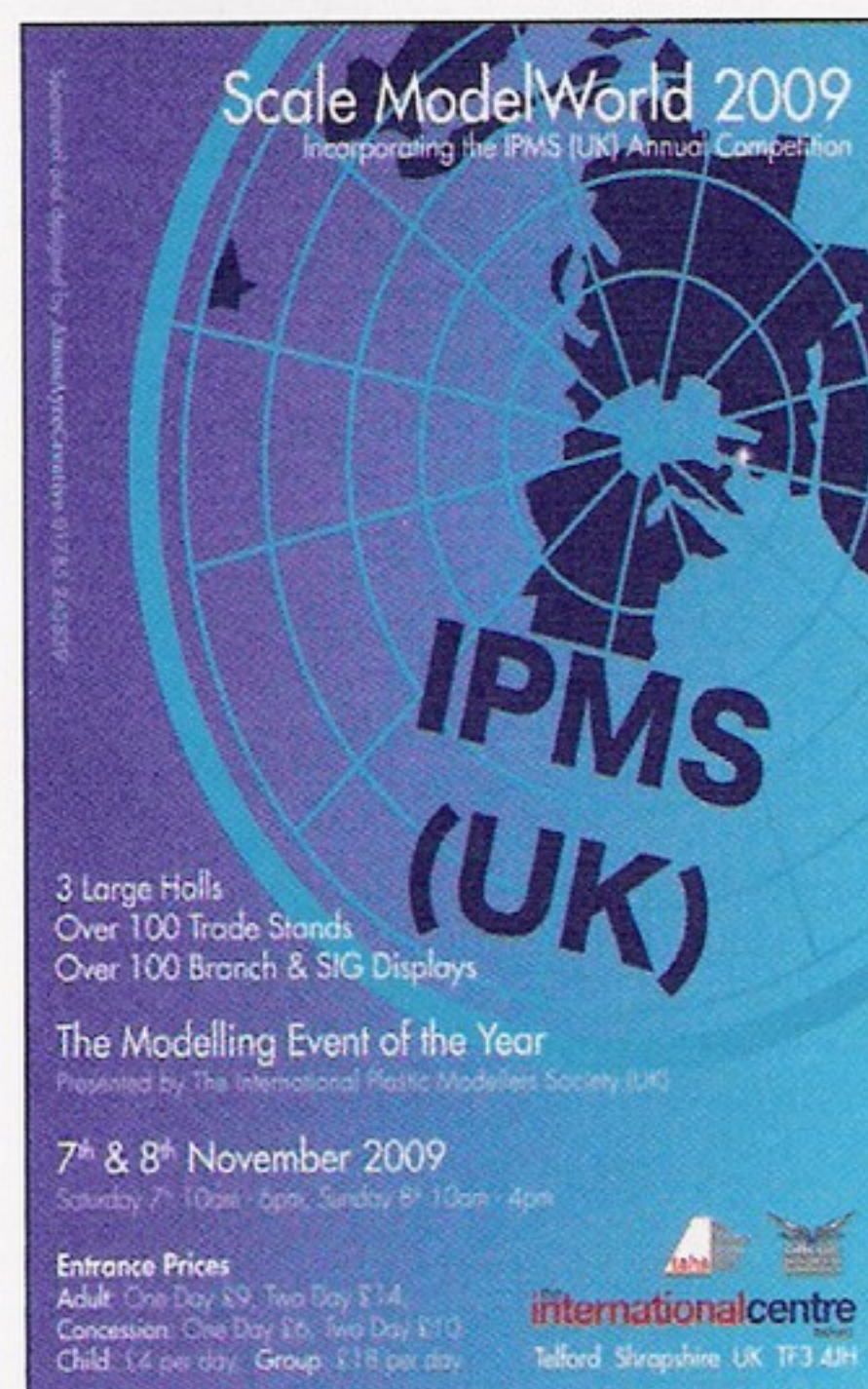
The 9th Gloucester IPMS Model Show

will be held at Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire, GL3 2JH. 10am – 4.30pm. Contact Alan Firbank 01452 610605 afirbank@aol.com or Jeff Brown 01285 659254 gundylunch@sky.com

■ Saturday 16th

Southdowns Model Show

at Lancing Parish Hall, Lancing West Sussex. Traders, Clubs and competition with light refreshments. Doors open 10.30. Please contact Paul Janicki on 01403782638 or Craig Wells on 01273 279635 for more info.



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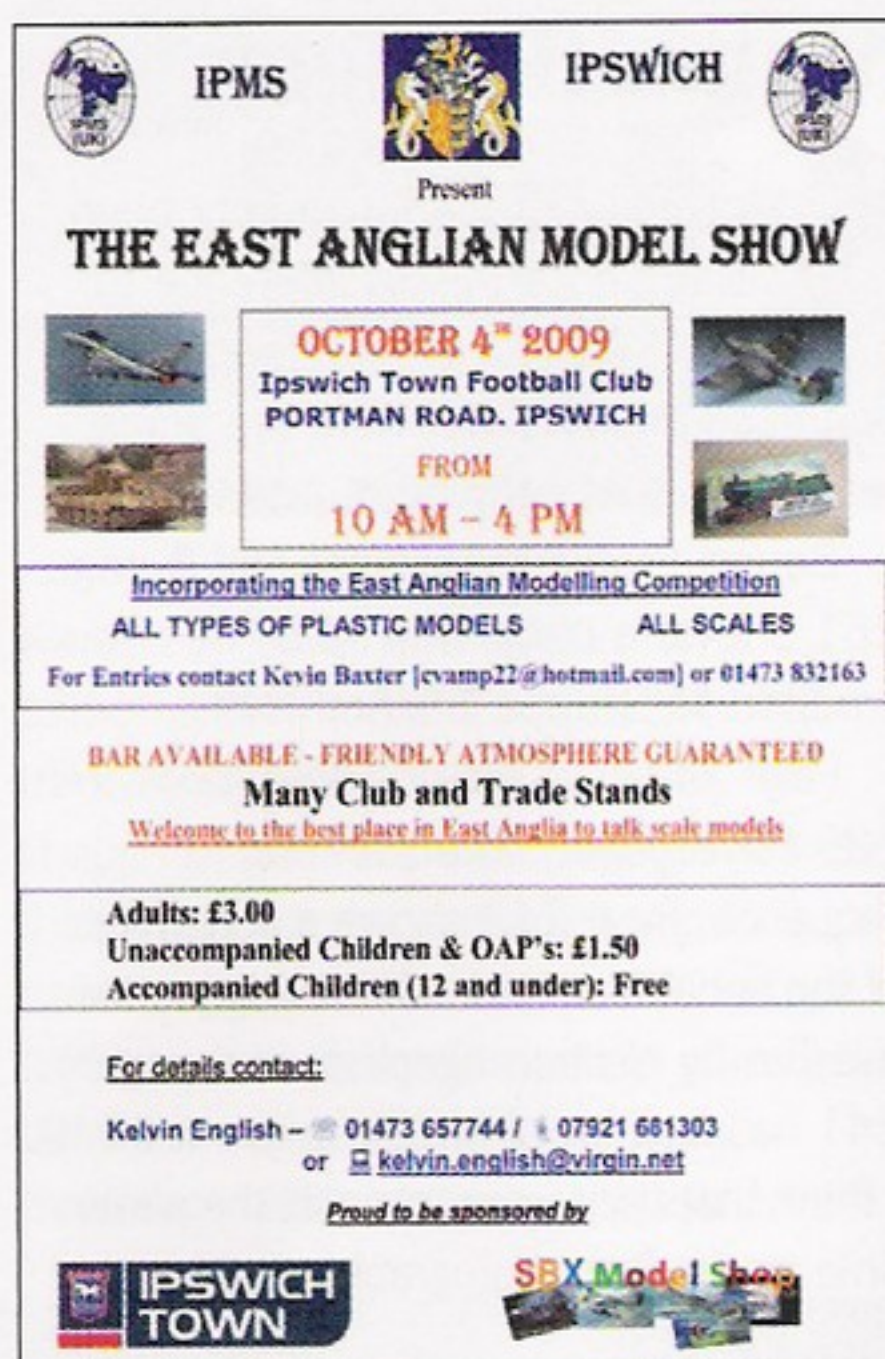
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or kelvin.english@virgin.net
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■ Saturday 23rd

Torbay Military Modelling Society/IPMS Torbay 38th annual show

Torquay Town Hall, Castle Circus, Torquay, TQ1 3RD
www.torbay-ipms.org.uk Contact:
wellzy_2000@yahoo.com

■ Saturday 23rd – Sunday 24th

Scale ACT '09

The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. Features scale model displays, competitions, traders, a swap 'n sell, and a dinner on the Saturday evening.
www.actms.asn.au Contact Ike Grieve on (+61) 2 6291 1900

■ Saturday 30th

2009 Western Canadian Model Contest

at the Nanton Lancaster Museum, located just south of Calgary. Details available online via the club website at www.rockymountainmodelclub.com.

■ Saturday 30th

IPMS Salisbury's Annual Model Show

and Competition 0930 – 1630 at Wyvern College, Church Road, Laverstock, Salisbury, SP1 1RE, UK. Over 45 Clubs, SIG's & Traders. Contact Don Bartlett, 01985 851113, kateanddon@btinternet.com or visit www.IPMS-Salisbury.org

■ Sunday 31st

Hendon Scale Model Show

at the RAF Museum, Hendon, London 10.00am to 6.00pm. Free admission and parking. Hannants of London will be open. For more info contact hendonmodelshow@yahoo.co.uk

JUNE

■ Saturday 20th

Fife Model Show

East-Neuk IPMS. 10am – 5pm, YMCA Hall, Bonnygate, Cupar KY15. Contact Dave 01334 652439 or Bruce 01382 543104

■ Sunday 28th

IPMS Coventry & Warwickshire Show

in association with Midland Air Museum. Entrance includes museum fee. Contact the museum on 024 7630 1033 or Stephen 01675 481687

JULY

■ Saturday 18th

IPMS Roanoke Valley's Virginia Shoot Out Model Show and Contest.

Roanoke Civic Centre Exhibition Hall, 9am – 5pm. Tim Ward +1 540 977 6205 or visit HYPERLINK "<http://www.rvipms.com>" www.rvipms.com for details

■ Sunday 19th

Letchworth Showcase 2009

Plinston Hall Letchworth. Bob Parker 01480 891710 robrenparker@sky.com

AUGUST

■ Sunday 23rd

Avon IPMS 20th Show

to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. 10.00 to 17.00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders e-mail Kevin Webb at hippo58@blueyonder.co.uk Other Enquiries contact Mike Lumb 0117 931 5600 (eve)

SEPTEMBER

■ Saturday 5th

IPMS West Cornwall show

at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. 10.00 - 16.30, Adults £1.50, Children £1. Contact Arthur Johnson (Club Secretary) (01736) 757726 or email: ipmswestcornwall@hotmail.co.uk

■ Sunday 20th

IPMS Fenland and Spalding Model Club Wings & Things 2009

sponsored by JB Models at the Grammar School, Spalding Lincs. For more information contact Steve Abbott 01778 347695

■ Sunday 20th

Rocon 30. IPMS Rochester

present a scale modelling show at the Radisson Hotel, 175 Jefferson Road, Rochester NY. Information via www.ipmsrochester.org

■ Sunday 27

IPMS Brompton Model Show

Burgess Hall, Westwood Rd, St. Ives, Cambs. Entry: £1.50 Concessions 50p. Contact: Alec 01480 896949, Please visit: www.bromptonscalemodelclub.fsnet.co.uk Email: bramptonshow@hotmail.co.uk



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OCTOBER

■ Sunday 4th

East Anglian Model Show

Ipswich Town Football Club, Portman Road, Ipswich, 10am-4pm. Adults. For details contact: Kelvin English 01473 657744 / 07921 681303 email kelvin.english@virgin.net

■ Friday & Saturday 16th – 17th

JERSEYCON - IPMS USA Region 2 Convention

Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates



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Bob Parker, Show Organiser
robrenparker@sky.com
Tel: 01480 891710

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Books

Polish Wings 8 – Poland's Captured Luftwaffe Warprizes

We reviewed this particular book briefly few months back, and last month we saw *Polish Wings 3*, and the whole series has now turned into such a useful and attractive body of work that another look is warranted. This particular volume is of enormous appeal, focussing as it does on transport, liaison and training aircraft as inducted into Polish service after the



BOOK

Author: Andrzej Morgala and Wojciech Sankowski

Publisher: Mushroom

ISBN: 978 8389450 81 4

Format: Softback, 56pp

esoteric but also plausible, and collecting these books will enable you to source types and materials to put together a small but pretty complete cross-section of this much neglected service.

Mushroom books are aimed at modellers, and these titles not only inform but also inspire, and we can only hope that their availability will stimulate further interest in the subject and produce some more kits of the early fighters and trainers so neatly catalogued. In the meantime we can recommend this series to all, but also a look at the growing catalogues of Broplan, Ardpol, Mirage, Chorozy and others, to put the books to good use.

Gary Hatcher

● SAMI

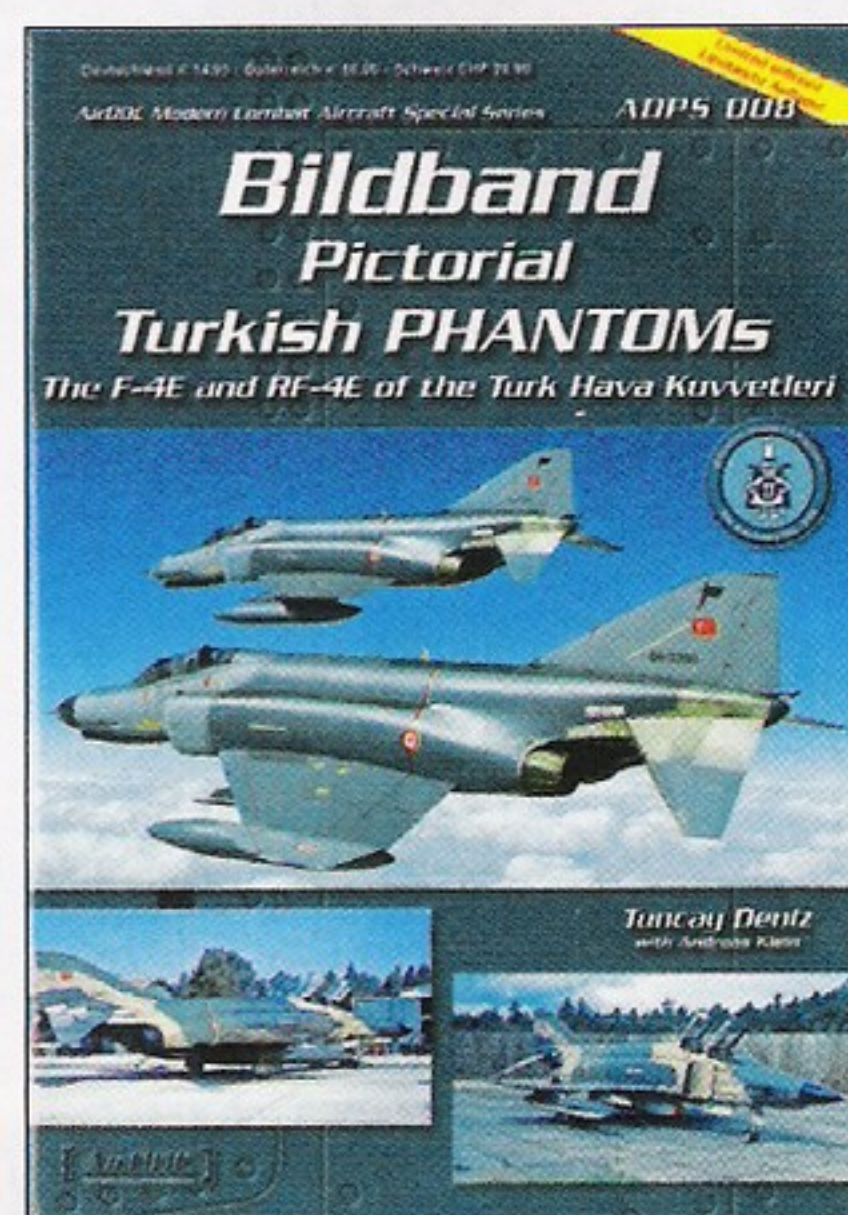
war. With the current activity in the Polish model scene – rivaling the Czechs for industry at the moment – the increasing availability of models for the types depicted makes this series a very useful reference tool indeed.

The chief visual appeal of the series is the use of coloured artwork intermixed with the black and white photography, but the subject matter itself is both evocative and strangely attractive. The pre-war Polish Air Force represents a potential collection of aircraft that is



Bildband Pictorial Turkish Phantoms

AirDoc's *Bildband Pictorial's* are always special occasions, leaning away from text and consisting largely of high quality colour photographs with captions in German and English. As one of the last operators of the type, the Turkish Air Force will feature large in the legend of the Spook, and AirDoc have done a



BOOK

Author: Tuncay Deniz with Andreas Klein

Publisher: AirDoc

ISBN: 978 3 935687 73 7

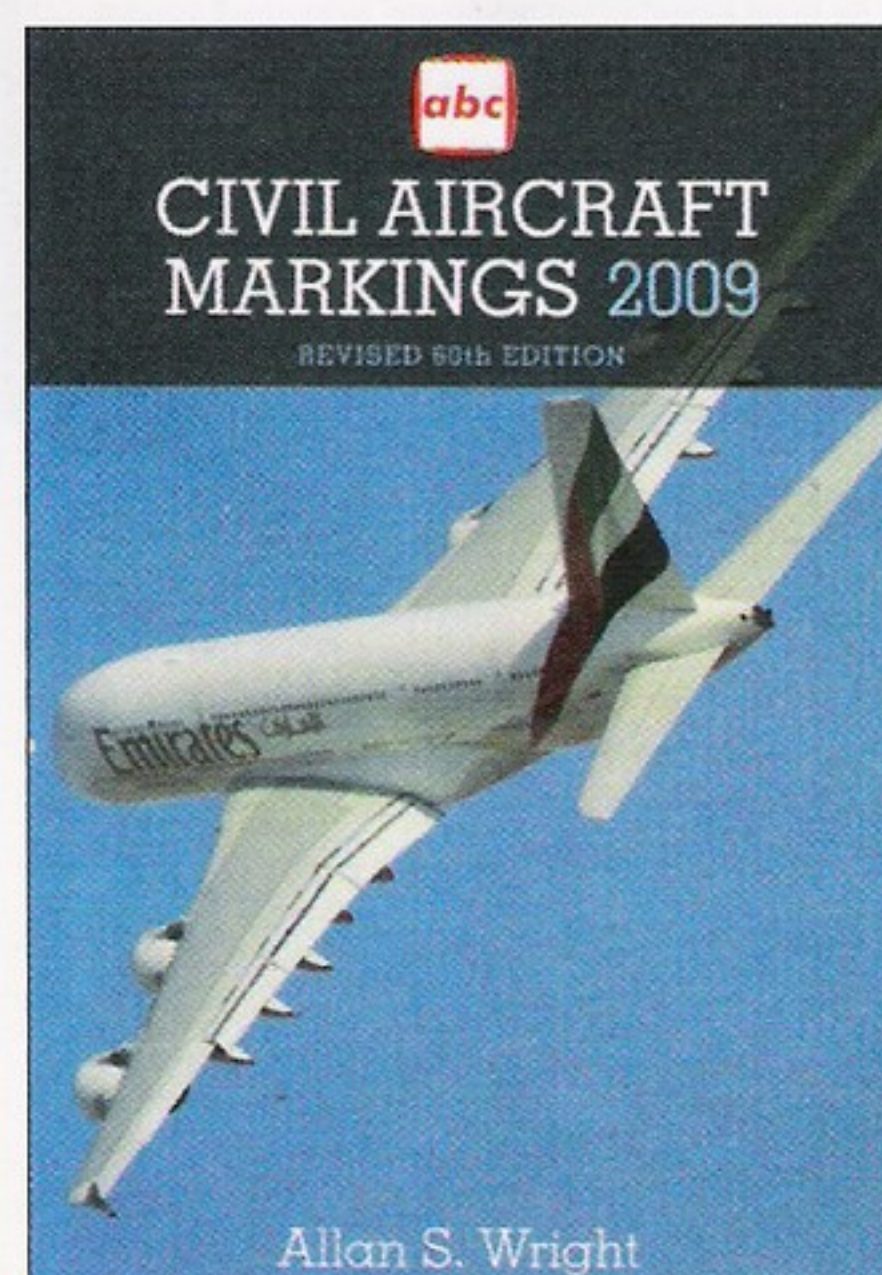
Format: Softback, 56pp

fine job of recording this lesser known aspect of the type's service history, and with the F-4 expected to soldier on until 2020, this book is a reminder to modellers that the story is not over yet.

Barry Brine

● SAMI

ABC Civil Aircraft markings 2009



BOOK

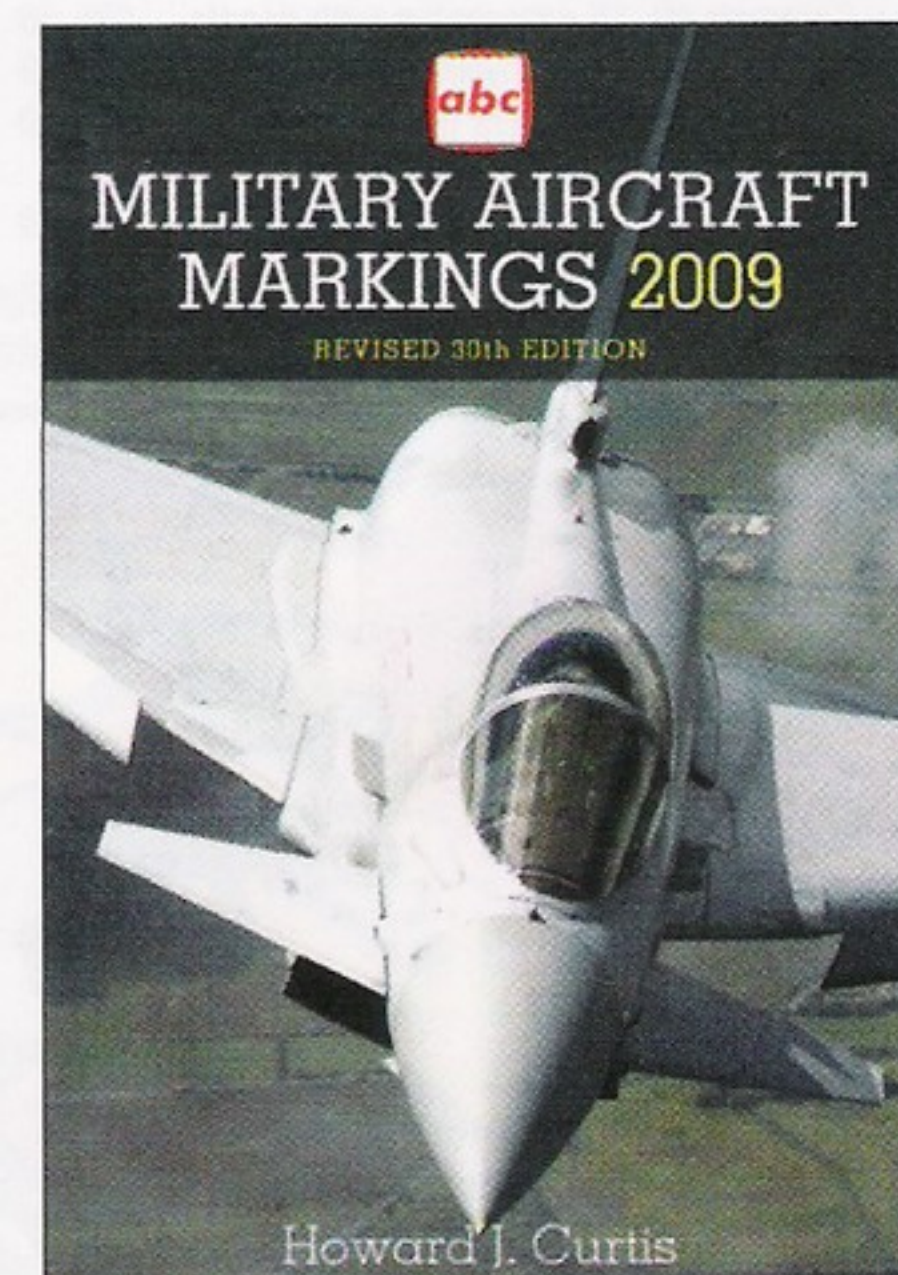
Author: Allan S. Wright

Publisher: Ian Allan

ISBN: 978 18578 03136

Format: Softback, 432pp

ABC Military Aircraft markings 2009



BOOK

Author: Howard J. Curtis

Publisher: Ian Allan

ISBN: 978 18578 03129

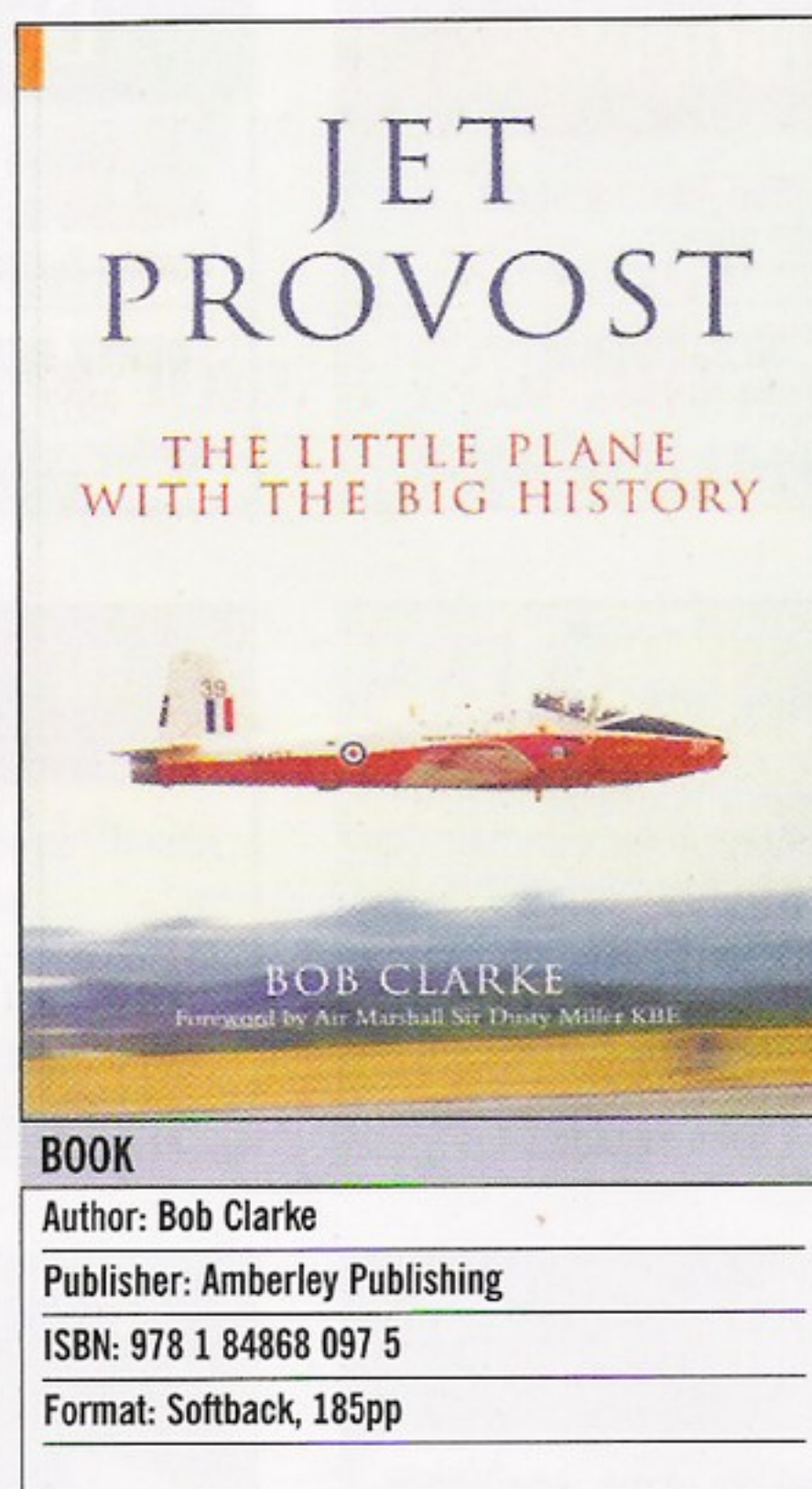
Format: Softback, 224pp

Jet Provost. The Little Plane with the Big History

For the first time this famous aircraft has been covered exhaustively in one volume, and it is certainly overdue the treatment. More of a historical work than a dedicated modelling reference, nevertheless any model is made more interesting by knowing its background and this well-illustrated and highly readable book will have you frantically searching for kits. With the Airfix T.5/Strikemaster back

on the books, and a new CMR resin just out, this is a timely and welcome publication. Jack Trent

● SAMI



BOOK

Author: Bob Clarke

Publisher: Amberley Publishing

ISBN: 978 1 84868 097 5

Format: Softback, 185pp

Jagdbomber Geschwader 43 in Oldenburg

Another fascinating unit history tracing the origins of Oldenburg airfield, and its subsequent use by JaboG 43 (Fighter-Bomber Wing 43). Dual English and German texts follow the unit from early Sabres and T-33s, through the sublime Fiat G.91, to the diminutive Alpha Jet. Plenty of photographs, mostly in colour, provide a useful reference for Luftwaffe markings, as well

BOOK

Author: Hartmut Feldmann and Wilfried Zetsche

Publisher: AirDoc

ISBN: 978 3 935687 66 9

Format: Softback, 64pp

as an insight into the service's early post-war history. Given the variety of types illustrated, and the quality of the early photographs, this book can be recommended not only to anyone



interested in German aviation, but to anyone with a general interest in any of the types involved.

Gary Hatcher

● SAMI

Republic F-84F Thunderstreak in Luftwaffe Service

Following the usual AirDoc format, this beautifully illustrated book fills a gap in the coverage so far afforded the post-war Luftwaffe by this company. Text is bilingual, English and German throughout, and documents the complete history of the type's German service with a comprehensive selection of colour and black and white photographs colouring

BOOK

Author: Siegfried Wache

Publisher: AirDoc

ISBN: 978 3 935687 59 1

Format: Softback, 68pp



all the colours and markings carried. Colour profiles and scrap drawings of unit badges round things off, and with a new decal sheet released, and the Kinetic

1/48 kit available, this book will enable you to model the type looking its best.

Gary Hatcher

● SAMI



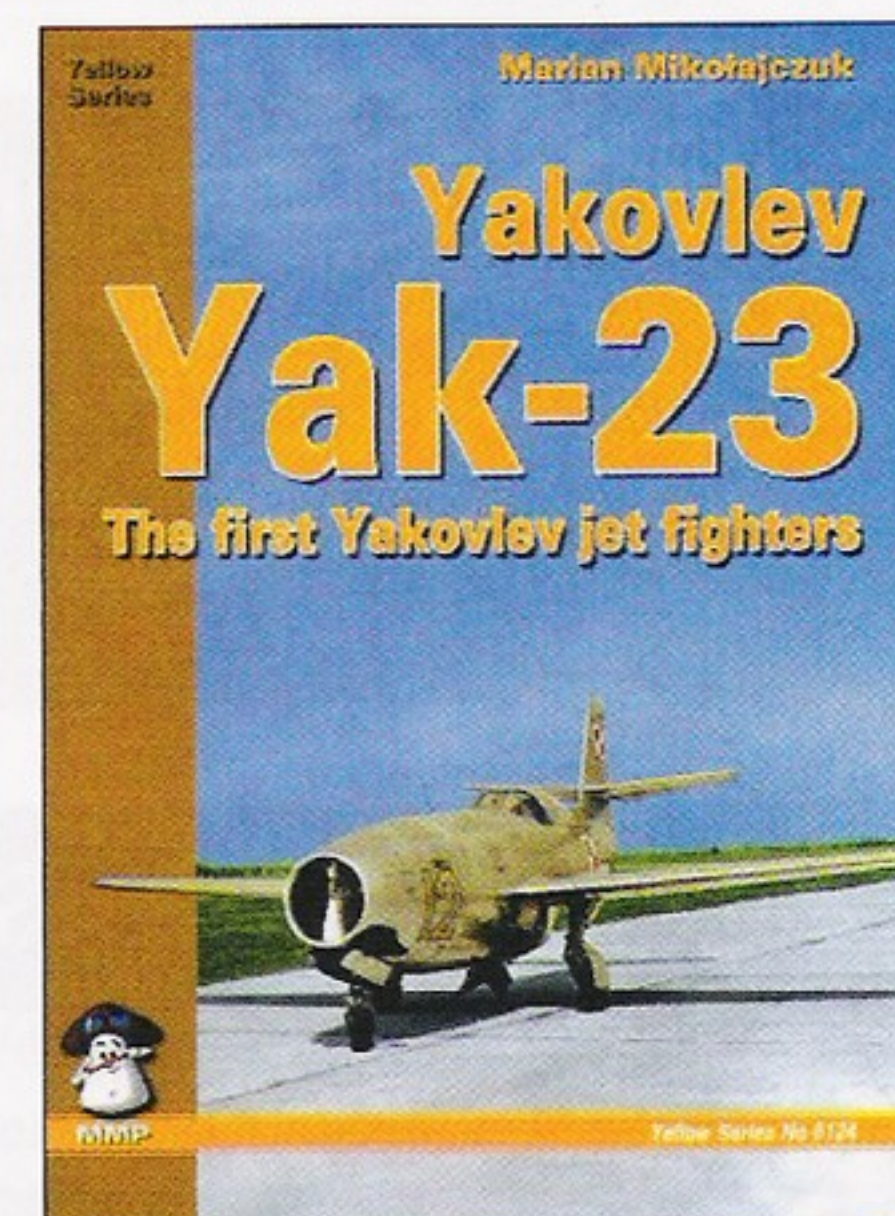
Yakovlev Yak-23 the First Yakovlev Jet Fighter

The Yak-23 was designed around the Jumo 004 jet engine recently captured from Germany at the end of the war. The first part of the book consists of text, a variety of black and white photographs and many 1/72 line diagrams of aircraft and major aircraft parts, and is followed by some fifty pages of colour photographs of museum aircraft covering every area of the aircraft in detail.

If you are interested in Russian Soviet-era aircraft or enjoy modelling the unusual then this book, along with all the others in the series can be highly recommended, it contains everything the modeller would require to superdetail or scratch build this aircraft type.

Phillip Ware

● SAMI



BOOK

Author: Jan Hoffmann

Publisher: mmp (mushroom model publications)

ISBN: 978 8389450 548

Format: Softback, 128pp

Questions to Contributors

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Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade on the second last Saturday of each month. Next on sale 23 May 2009

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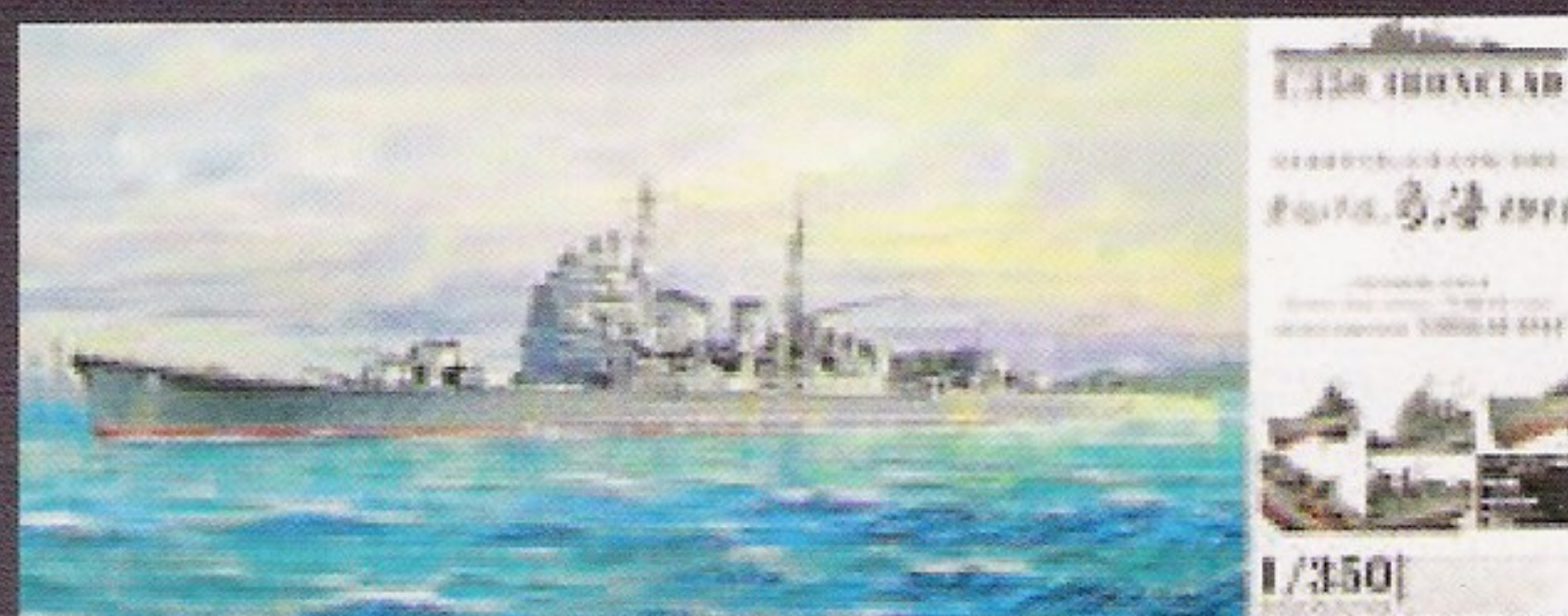
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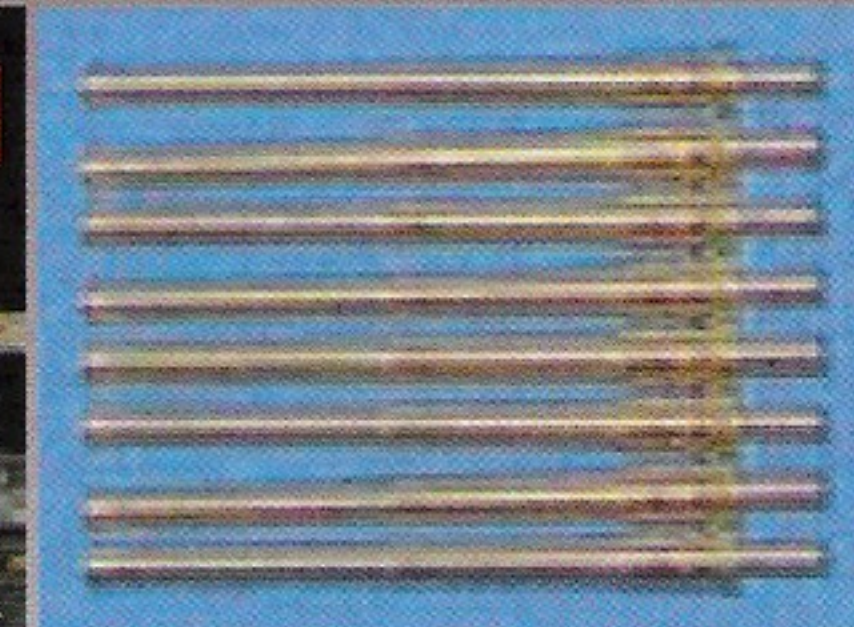
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